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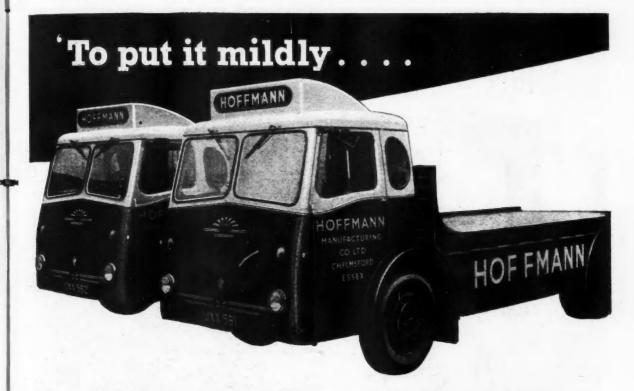
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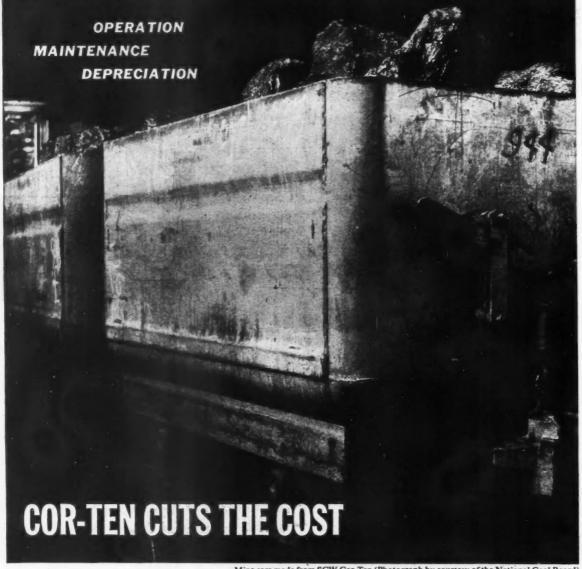
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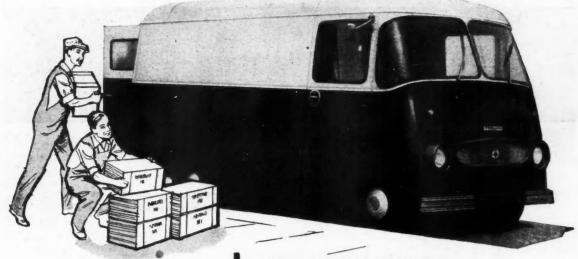
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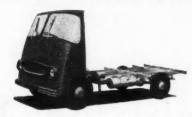
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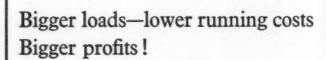
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- 2 In this 'Duple' motor coach 'MG5' alloy is used in the form of durable, easily cleaned chequer-plate for flooring, steps and wheel arches. It resists the abrasive wear of scuffling feet, kicks and bumps, and a quick wash over keeps it bright and clean. (Courtesy Duple Motor Bodies Ltd)
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- 4 This Leyland Octopus eight-wheeler is fitted with heavy-duty 'Duraplank' flooring manufactured from 'Duralumin'. This enables it to withstand abrasive, heavy wear and accept loads where weight is concentrated in small areas of the flooring. (Courtesy Duramin Engineering Co Ltd)

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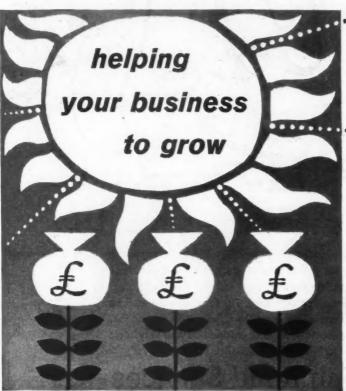
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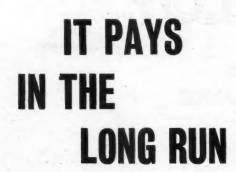
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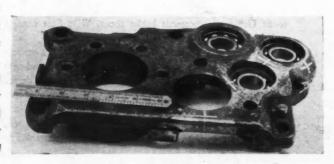
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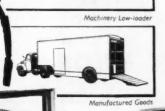


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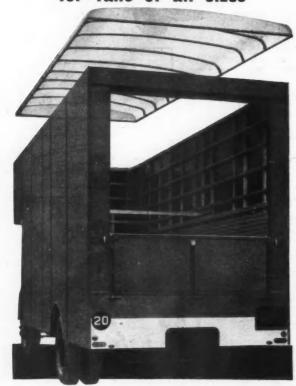
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The polysater resis/Fibreglass structure
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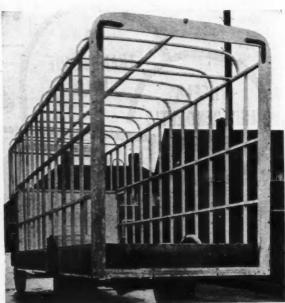
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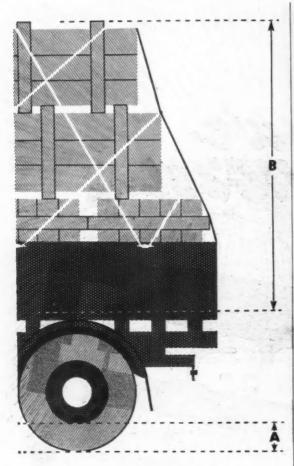
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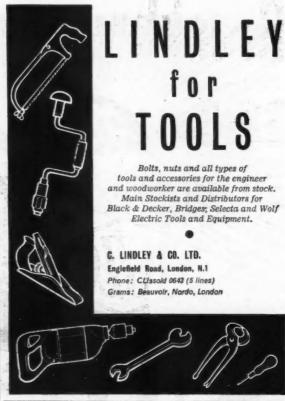


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"That's a long 'un"

"Sure it is. It's for taking long loads . . . as well as short ones, 17 feet 7 wheelbase . . . body, 24 feet."

"Stacks of room by the look of it."

"Stacks! She scales at nearly 9½ tons gross on standard tyres, and with her 105 B.H.P. Diesel she's pretty nippy, too. And what's more, there's a choice of 5 wheelbases down to nine foot six."

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High, Wide and Dubious

A POLICY of close co-operation between the British Transport Commission and the free-enterprise road transport industry is an ideal to be pursued,

but it will be difficult to develop. Mutual goodwill and helpfulness are not easy to achieve when one partner is in a position of strength and the other of weakness.

The Commission's weakness is all too apparent. Their financial embarrassment is a perennial topic, emphasized by their fares scheme, which in theory has been rejected by the Transport Tribunal, but in fact has largely been approved. It appears that there is likely to be a substantial increase in rail passenger fares at a rather earlier date than was originally expected, which will further undermine the Commission's competitive position vis à vis coach and bus operators and the private motorist.

Weakness, however, readily evokes sympathy and can be exploited for political ends. Therein lies a source of danger to free-enterprise road transport and of friction between independent goods and passenger operators and the Commission. Distrust and animosity thrive in an atmosphere of suspected injustice.

Railways Suspect

On the one hand, goods and passenger operators envy the railways their tax-free fuel. Hauliers suspect the railways of deliberately charging uneconomic rates to gain every pound of traffic, knowing that their annual losses will, at least for the time being, be met by loans from the Exchequer. This accusation has been denied by Sir Brian Robertson, chairman of the Commission, but it is by no means certain that the railways have yet reached a stage in the development of costing when they can say positively whether any particular rate is profitable or not.

On the other hand, the railways are using every device in the traffic courts in an effort to restrict road transport, whether or not they can offer the customer a comparable service. They have no apparent desire to co-operate with hauliers to produce—in Sir Brian's reported words—"the best possible service, while continuing to be competitive in price." The attitude is rather that the customer must accept what the railways have to offer.

Present circumstances are not propitious for "an makes its achievement dubious.

Co-operation Between Freeenterprise Road Transport and B.T.C. Difficult to Achieve extension of co-operation with the British Transport Commission," which is one of the aims of the policy statement recently published by the Road Haulage

Association. There is no obvious step on either side towards "the confining of competition between independent road hauliers and the freight-carrying sections of the B.T.C. to the actual provision and development of transport facilities."

This phrase in the policy statement is ambiguous, but, taken at its face value, it deprives both sides of the right to use any competitive weapon other than an efficient and economic service, including the shaping of rate structures to attract traffic. The R.H.A., for instance, are denied the liberty to lobby in Parliament for the imposition of duty on oil fuel used by the railways, or to employ political means to secure the withdrawal of loans for the railways.

Free for All

On their part, the railways would be prevented from trying to restrict the growth of road transport by objecting to licence applications. Emphasis has been placed by the R.H.A. on "the actual provision and development of transport facilities" and the implication is that they believe each side should be allowed to continue its present services and promote them to the full, so long as exclusively commercial means are employed.

Competition in the provision of transport, pure and simple, should, according to the R.H.A., be free for all, but any other form of offensive action in support of victory is taboo. It is to be hoped that the Association will not have to eat their words.

Free-enterprise hauliers have an easier relationship with British Road Services than with the railways, although it would have been even better if B.R.S. had been detached from the Commission under the Transport Act, 1953.

In the traffic courts there is an obvious atmosphere of restraint. B.R.S. leave witch-hunting to the railways and show no obvious sign of wishing to benefit by it. If the plea of the R.H.A. for closer liaison with the B.T.C. were directed solely to the State road haulage undertaking, there would be little difficulty in the way of its fulfilment. It is the breadth of the appeal that makes its achievement dubious.

No Passing the Buck

THE case of Coupar Transport (London), Ltd., v. Smiths (Acton), Ltd., in which Mr. Justice Winn expressed astonishment at the apparent ignorance in the road transport industry about different types of insurance, draws attention to the misfortunes which may attend a lack of knowledge of this particularly important subject.

It would appear to have been the case of subcontracting a valuable load, a large portion of which was damaged, partly through the negligence of the subcontractors' (defendants') driver. The real issue between the parties was the terms under which the load was to be insured, and the judge found that it had been a term of the contract that the plaintiff would take full responsibility for insurance. According to the defendants' evidence—which was apparently accepted by the judge —they had offered to insure the load, but the plaintiffs had refused, saying that they could do so more cheaply elsewhere.

So much work is sub-contracted—and frequently more than twice removed from the original customer—that it is extremely important to know the terms under which each party enters into a transaction. This is a particularly pressing problem when the load is urgent and its transport is arranged by telephone.

This is not, of course, a matter only of insurance and of knowing who is responsible for it; it is a question which goes to the root of every contract—precisely what are its terms? Where the contract is in writing the problem is not so acute, because, although the law may have to decide what the written words mean, at least it has something to go on and can confine itself to them. Where there is nothing in writing and a dispute develops

as to what was said, the law has to decide as an additional problem where the truth lies before it can go on to define what was meant.

Where a contract is silent on a particular aspect of a transaction and, as so often occurs, that is the one matter upon which a dispute breaks out, it may be urged that there must have been an implied term dealing with that precise point. But the law on this subject is restricted in its ability or willingness to imply terms. The test that it applies in deciding whether to imply a term or not is that of the imaginary bystander who was present when the bargain was struck between the two principals.

If the bystander had drawn their attention to an aspect of the deal not referred to by them, and had asked, "What is the position then?", a term would be implied only if it were so obvious that one could imagine both parties saying simultaneously, "Oh! but, of course, the answer is so-and-so." It is, therefore, unwise to leave vital matters to be the subject of implication or inference.

Beware also of the "exemption clause" contained in many written contracts which seeks to excuse one party from the consequences of his own or his servants' defaults or negligence. If one is forced to do business on those terms it is vital to insure against the consequences.

The exemption clause may, however, become a trap for he who lays it in an effort to reduce his liability. The law will interpret it as narrowly as possible. By the time a court has cast a wary eye over a supposedly watertight exemption clause it may well turn out to be as full of holes as a colander!

Passing Comments

A Lorry Debagged

WHILE a member of the staff of this journal was proceeding along the North Circular Road and following a lorry laden high with large, well-filled sacks, he saw those at the rear begining to work loose under their retaining ropes, and in a matter of seconds bags began to fall at an increasing rate until there were 20 or so spread along and right across the slow lane. Fortunately, he was in the faster lane and so avoided hitting any, otherwise they might easily have caused a serious accident.

The lorry driver was blissfully unconscious of what was happening until his attention was drawn to his loss. Curiously enough the load did not seem to be insecure just before the event, but the incident goes to show how important it is that stringent precautions should be taken to avoid such episodes, which are far too frequent.

Growing Taxes on Indian Transport

THERE are some 130,000 trucks and 45,000 buses operating in India, and as in Britain, the railways are very perturbed at the competition which they experience from the roads. In order to curb this, road transport has been subjected to heavy taxation, said to be the highest in the world, and now additional imposts have been made in connection with dery and tyres—possibly for the reason, in the

case of fuel, that petrol is about one and a half times more costly. Since 1953 nearly all new vehicles have been oilers, and many of the older models were converted for oil, so that now about 75 per cent. of the total operate on derv.

An interesting suggestion is that multi-fuel engines should be used to narrow the gap, but conversion would be expensive, and it is believed that such engines are at present only a compromise in terms of efficiency and economy.

Amphibians for the U.S. Army

A MOST versatile vehicle has been built by Chrysler for the American Army. It is of almost all aluminium construction, can float, and be parachuted, and will carry a load of 2 tons. Its eight wheels are independently sprung and have wide-section, low-pressure tyres, providing the characteristics of a tracklayer. In fact, the unit pressure is lower than that of Tanks, yet the vehicle can operate at ordinary road speeds, and for cross-country work it can carry two-thirds of its own weight in men and weapons.

It forms one of a series of three prototype vehicles using identical components for four, six or eight driven wheels, and the Chrysler 361-cu.-in. eight-cylindered engine is fitted to all, also the existing production facilities for transmissions and axles are being employed. Hull-type construction protects all the mechanism and the axles.

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Fuel Oil Below Cost

A N interesting view about the competition with coal by fuel oil, which was dealt with in two articles in *The Commercial Motor* dated April 3 and 10, is that expressed by Viscount Alois Van de Vyvere, chairman of Petrofina, S.A., in his annual report. The company sell Fina petroleum products in this country through Petrofina (Great Britain). Ltd.

Whereas the decline in the use of coal in Britain has been partly caused by the greater consumption of fuel oil, often because oil is cheaper in many instances, Viscount Van de Vyvere says that the competition between coal and fuel oils which has occurred in many countries is unjustifiable.

"The prices at which fuel oil has been, and is still being, sold in certain European markets result in the oil companies sustaining losses out of all proportion to the possible increase of their outlets. This policy provokes the natural reaction from the governments and from the coal industry in the countries where it has been followed," he states.

The consequences of selling fuel oil below cost were particularly harmful. Fuel oil could not be regarded as a residual product.

A Plaice in the Sun

AN object which has for some time been an eyesore in a skeleton, covered in dust but still intact, of a very large plaice. Dustmen conduct their weekly collections of rubbish with commendable regularity, other men, pre-

sumably road cleaners, appear from time to time, but the skeleton seems to be studiously avoided by all.

The reader concerned now wishes to know whether it will require a trades union conference to decide who shall dispose of it. In the end it will probably be by some methodical citizen, possibly a mortician, who might then be asked if he has a "card."

An American Report on Safety

A WRITER to Transport Topics of Washington, referring to the accident problem as it affects goods vehicles says that much of this can be overcome by better training and control. Many of such models are bulky and thus present a greater exposure to collisions, such as side-swipes. Their size also makes them rather less manœuvrable and thus they have difficulty in avoiding a collision once it threatens.

An important point is that their lower power-to-weight ratio makes them lose speed on gradients, and they are thus more susceptible to head-on collisions. It is therefore most advisable that they should not overtake other vehicles, particularly commercial models, on hills when they would be travelling only a few miles an hour faster.

Most of the writer's suggestions come from a report to Congress made by the Bureau of Public Roads. A suggestion in this is that on hills of any appreciable length there should be a near-side lane for slow traffic. Another problem almost unique to these vehicles is said to be that of varying bumper heights, whilst safe loading and the effective anchoring of loads to protect the driver are other points raised.

One Hears—

"Don't heedlessly force other drivers to brake."

That soon it will be a Valentine Day in London every day.

That Ribble do not like the threat to stop smoking in the lower saloons of their double-deckers.

That smoking up or down has been permitted during 40 years, and most passengers seem to appreciate their freedom in this respect.

That, on the other hand, many women passengers certainly do not like sitting next to a man smoking shag in a "rich" pipe.

So far, of no claim from the railways that they could undertake to carry the huge sections of a gigantic magnet, which is "in the making."

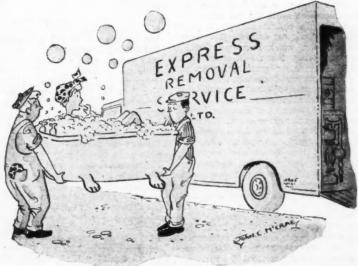
That, from the objectors' point of view, the haulier who wants to supply better facilities to fill what he thinks is a transport gap, is always in the wrong.

That to outside observers it often seems to be a case of "they could if they would, but they don't," against "he would if he could, but he mayn't." Of the P.P.A. as the passengers' "Papa."

That "defensive driving" is a term used in the U.S. for those who try to avoid accidents.

A warning to the foolish that a driving disqualification is not an order they can afford to ignore.

That a few who have experimented in this direction may have escaped, but many have been heavily fined and have had their periods of disqualification lengthened.



Ford Turbine Rivals Oil Mr. Muir Revokes Engine in Economy

FUEL economy rivalling that of an oil engine of comparable horse-power, and superior to that of a petrol engine under most operational conditions, is claimed for a 300 s.h.p. gas-turbine engine for vehicle applications developed by the Ford Motor Co., Dearborn, Michigan.

A spokesman for the British Ford company told The Commercial Motor that there was no immediate prospect of the engine being introduced

Whereas most previous gas-turbine designs for installation in vehicles have used single-stage air compression, the Ford engine, designated the 704, has a two-stage compression layout combined with dual combustion

This results in maximum fuel economy being achieved throughout the range of 25-100 per cent. of full power in comparison with earlier designs, which reached maximum efficiency only at or near their maximum output.

The specific fuel consumption is stated to be 0.56 lb. fuel/b.h.p./hr. at full power, 0.48 lb./b.h.p./hr. at half-power, and 0.58 lb./b.h.p./hr. at quarter-power. The last figure in particular is a great improvement on consumption rates already obtained with engines of this

Complete with all accessories, the engine weighs 650 lb., when installed against the 2,700 lb. of a typical American oil engine of equivalent power. It is approximately 3 ft. 2 in. long, 2 ft. 5 in, wide and 2 ft, 4 in, high, and could fit easily into the engine compartment of the current American Ford truck, normally occupied by a V8 petrol engine.

It can be run on a variety of fuels, including unleaded petrol, paraffin, aviation gas-turbine fuel or light diesel oil. As with other gas turbines, an advantage is that no warming-up period is required after starting.

Low-speed Rotor

In operation, air is drawn into the first compression stage, which is a relatively low-speed rotor turning at 46,500 r.p.m. Assuming an ambient temperature of 100° F., this stage, which exerts a 4-to-1 compression, raises the air temperature to 450° F. and at full power passes 2.7 lb. of air per second. The second compressor, which operates at 91,500 r.p.m., raises the air temperature to 625° F. After passing through an exhaust-gas heat-exchanger, the air, having now reached 1,000° F., is fed into the first combustion chamber.

Fuel is then sprayed into the chamber and combustion takes place. The resulting gas is used to drive the turbine for the high-speed compressor, after which it passes into the second combustion chamber, where more fuel is added.

The gas is then passed through the power turbine, driving it at 36,000 r.p.m., and the two turbine wheels that drive the low-speed compressor. After traversing the heat exchanger they exhaust to air at a temperature of 740° F., which is approximately similar to the temperature of the exhaust gases of a conventional petrol engine fitted in a car. A30

Step-down gearing between the powerturbine shaft and the transmission propeller shaft of the vehicle in which it is fitted reduces the speed of this member to 4,600 r.p.m. at full power.

In addition to its obvious use in lorries and buses, Ford envisage the 704 as a power unit for armoured fighting vehicles, earth-moving equipment and light locomotives.

Although the degree of exhaust silencing obtained is not mentioned, the low temperature of the exhaust gas and the obvious efficiency of the heat exchanger suggest that there should be little noise.

UNSEEN WEIGHT: MIDLAND CASE DISMISSED

OMPLAINTS were made by defence solicitor at West Bromwich magistrates court last week about methods adopted by a Birmingham Corporation Inspector of Weights and

A lorry driver, Harold Richards, 9 Mill Street, West Bromwich, and employers, Samuel Whitehouse and Sons, Ltd., King Street, West Bromwich, were charged under the Weights and Measures Act, 1936, with transporting sand in a lorry which was not marked with the correct tare weight. The employers were summoned for causing the offence.

Mr. Alexander Daniel, a Birmingham Inspector of Weights and Measures, said that the tare weight was recorded on the chassis as 2 tons 18 cwt., but a check revealed it to be 3 tons 1 cwt. 3 qrs. Mr. D. Morgan, defending, complained that instead of summoning a member of the company to the public weighbridge to settle the matter, Mr. Daniel made the driver wait outside the office and did not give him the opportunity to see the weighing. He was not given a ticket to prove the weight.

A prosecution witness, Mr. A. Dixon, West Bromwich chief inspector of Weights and Measures, agreed with Mr. Morgan in cross-examination that in the circumstances he would have taken the driver into the office to witness the

The magistrates dismissed the charges, but Richards admitted five other offences of having incorrect conveyance notes, five cases of failing to sign the notes and one case of unloading sand without delivering a note. He was fined a total of £16 with £1 costs.

Oakleys' Licence

GIVING his reserved decision, following a public inquiry into the affairs of Oakleys (London and Scottish) Transport, Ltd. (The Commercial Motor last week), the Metropolitan Licensing Authority, Mr. D. I. Muir, said he had no hesitation in revoking all their licences in the area. Six contract-A and two A-licence vehicles were involved.

The inquiry, held under Section 13 of the Road and Rail Traffic Act, 1933, followed the conviction of the company for drivers' hours and records offences, and of two of its directors for defrauding the Inland Revenue in P.A.Y.E. matters.

Mr. Muir said that he did not consider a promise to reform, however sincere, was sufficient reason not to take action under the Act.

"NO" TO 40-HOUR WEEK

ALTHOUGH another meeting on the subject is to be held on June 4, London Transport are understood last week to have told the Transport and General Workers' Union that a 40-hour week could not be introduced.

With the Union's backing, the London busmen's negotiating committee had asked for an 80-hour, instead of their 84-hour, working fortnight. They wished the four hours to be saved on Saturday and Sunday. London Transport said that the cost of the proposal and a shortage of staff made it impossible.

It is understood that discussions with representatives of the provincial busmen will be opened on June 22. Their claims include a 6-day, 40-hour week, a pension scheme and a 50 per cent, increase over the basic rate for drivers of one-man

ACCIDENT CONCERN

CONCERN was expressed by Chief Constable of the North Riding Constabulary, Mr. J. R. Archer-Burton, in his annual report, at the bad accident record in the vicinity of roundabouts on the Great North Road, particularly at Baldersby Gate and Scotch Corner.

Forty accidents involving death, injury or extensive vehicle damage were recorded during the year. The majority had been caused by collision with the high kerbs of the roundabouts, and it was reasonable to infer that had such kerbs been ramped, the accidents might have been less serious.

MECHANIZATION SAVES **GLASGOW £170,000**

MECHANIZATION of accounting and control methods and other economies are saving Glasgow Corporation £170,000 a year. The largest savings have been made in the transport department and have resulted in an estimated economy of £60,000 a year.

Giving these figures, Councillor Leitch said that the corporation would continue with its organization and methods survey and would seek further economies through mechanization and centralization of wage-payment methods.

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Three Artics Working 24-hour Day Cover 600 miles, says Applicant

ARTICULATED vehicles were doing three 200-mile journeys between Barrow-in-Furness and Liverpool in 24 hours and averaging 25 miles per hour for seven or eight months of the year.

This was put as evidence in support of an application by T. Brady and Sons, Barrow-in-Furness, for four additional A-licensed vehicles, totalling 26 tons unladen, before the Northern Licensing Authority, Mr. J. A. T. Hanlon, at Barrow last week.

There were objections from British Road Services, British Railways, Athersmith Bros., W. R. Brailsford and Co., Ltd., J. B. Hudson, Ltd., Park Bros., E. Nelson and Sons, T. F. Shaw and J. Wardley and Sons.

Mr. J. Ullock, for Brady's, said they had eight vehicles on A and special A licence, six on B licence and one on contract A. Business had increased and gross receipts had risen from £22,411 in 1955 to more than £39,000 last year. Over the previous three years hours worked had increased from 5,573 in 1957 to 7,108 in 1958. A total of 2,876 hours had been worked in the first four months this year.

Working Over Capacity

Mr. Robert Brady, a partner, said that there had been such an increase in business that two new articulated outfits put on the road last December and January had already covered 37,000 and 32,000 miles, respectively, and the whole fleet was working over capacity. Articulation totalled four tractors and nine trailers, and they were short of motive units.

Questioned by Mr. T. H. Campbell Wardlaw, for the independent objectors, Mr. Brady agreed that he acquired two four-wheeled tippers late in 1958, and by variation changed them into articulated flats. He denied that one of the tippers was scrap and had not been working, or that they were not previously engaged in long-distance transport.

Mr. Hanlon pointed out that the takeover had been the subject of a public inquiry and both figures and letters from customers were produced.

Mr. Brady said that when large quantities of cotton tiers were to be transported to Liverpool, three tractors, nine trailers and nine drivers worked 24 hours a day, two of the tractors making three 200-mile journeys while the other was engaged in shunting.

Mr. Campbell Wardlaw submitted that either this evidence was inaccurate or Brady's were working their drivers to an impossible schedule and breaking the law. If the vehicles were really doing 600 miles in 24 hours the matter should be investigated. Brady's were seeking to increase their A licensed fleet by 50 per Witnesses and letters produced were purely testimonial and there was no evidence of real need.

Mr. Hanlon said he could not deal with the case on the basis of irregular

running as no notice had been given to the applicants. Day and night running was not in the public interest and although a case had not been made out for four additional vehicles he was satisfied there was need for an increase and one eight-wheeler and one articulated vehicle would be granted.

HIGH COURT DISMISSAL OF DAMAGES CLAIM

LORRY which, in February 1956, A was carrying £8,500 worth of electrical equipment from Glasgow to London was involved in an accident, causing damage estimated at £1,338, the High Court was told last week.

Mr. Justice Winn dismissed with costs an action in which Coupar Transport (London), Ltd., of High Street, Acton, London, W., claimed damages against Smiths (Acton), Ltd., hauliers, of Hanbury Road, Acton, for negligence and breach of contract in the carriage of goods.

Coupar Transport, who contracted Smiths to transport the equipment, claimed that Smiths were liable, having been responsible for insuring the goods in transit. They also alleged negligence against the driver.

Smiths denied the allegations and claimed that their offer to insure the equipment in transit was declined by Coupar's who said they could do it more cheaply.

In his judgment, Mr. Justice Winn said he accepted that it was a term of the contract that Coupars would insure the equipment for its full value and would take full responsibility for it.

Whilst the fault of the accident rested, to a material part, on the shoulders of the driver, Coupars had no right to recover against Smiths because the contract did not include a term that Smiths should indemnify them for any damage.

Mr. Justice Winn said he had been astounded to learn how much ignorance of relative types of insurance appeared to prevail in this particular trade. He thought that underwriters would be much more fairly treated if they were paid premiums in accordance with the actual value carried on vehicles.

FORTHCOMING EVENTS
O.—International Union of Public May 24-30.—International Union of Public Transport congress, Paris. June 9-12.—Public Cleansing Conference, Brighton. June 16-25.—Institute of Transport visit to

June 16-45.—Institute of Transport visit to Copenhagen.
July 7-10.—Royal Show, Oxford.
September 17-27.—Frankfurt Show.
September 20.—Lorry Driver of the Year Competition final. Baginton.
September 21-25.—Municipal Passenger Transport Association conference, Edinburgh.
October 21-25.—Sunnicipal Passenger Transport Association annual dinner, Blackpool.
October 26-23.—Road Haulage Association conference, Bournemouth.
October 21-31.—Motor Show, Earls Court, London.
October 21-30.—Dairy Show, Olympia, London.
November 9.—Institute of Road Transport Engineers' annual dinner, Piccadilly Hotel, London, W.1.
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Clasgow.

Take-over Granted After Suspension

AN A licence, to take over a vehicle formerly operated irregularly, was granted by the Northern Licensing Authority, Mr. J. A. T. Hanlon, at a resumed hearing at Barrow last week. Mr. H. Hughes, Rock Ferry, Cheshire, was granted the licence to take over a vehicle formerly operated by Farrell's Transport, Ltd., Sedbergh.

When the original take-over application was heard at Kendal on April 15, it transpired that the Sedbergh base was disused stable, originally used by a Mr. McDermott. The vehicle had just been sold to Mr. W. Farrell, Bootle, who had operated it in the Liverpool area irregularly. Mr. Hanlon then suspended the licence and adjourned the case for Mr. Hughes to take legal advice.

At the resumed hearing, Mr. T. H. Campbell Wardlaw said that Mr. Hughes, a master mariner, retired through illhealth, had invested his savings of £1,900 in the vehicle and goodwill and had no other form of livelihood.

A new base had been acquired at Skelsmergh, near Kendal, on the A6 road only a few miles from Sedbergh, where Mr. Hughes would have an agent and an office.

Granting the licence, Mr. Hanlon said but for the applicant's previous record and the unfortunate advice he had received from a Liverpool solicitor it would have been revoked. Mr. Hughes had been in haulage long enough to realize how near he had been to losing his business.

He should also consider trading in his own name as the present name of the company did not stand very high. The licence would be dated from May 19, making the suspension four weeks.

IN BETWEEN" SERVICE NEW DEPARTURE

WHILE the tonnage of long-distance general traffic had been well maintained, there had been a new departure in the introduction of an "in between" service which catered for the smaller firms who dispatch in quantities of less than full loads, said the chairman, Mr. G. H. Sedgwick, at the annual meeting of Direct Motor Service (Sheffield), Ltd.

There were several carrier firms for lots up to 5 cwt., and plenty of hauliers who could carry loads of five tons of more, but the consignor of goods "in between" these weights had until now been unpopular with all forms of transport. The "in between" service helped to remedy this position.

During the first eleven months of last year the firm again utilized a large number of tippers on the haulage of coal and road materials, but from December last, some 8,000-10,000 tons of coal per week, for power stations, was transferred to rail because of lower rates. Efforts to replace this traffic were meeting with a certain amount of success, but it was said that competition of this type is difficult to meet as the road transport industry has to be self-supporting.

Men in the News

MR. S. E. WILLETT has retired from the board of the Clayton Dewandre Co.,

MR. STANLEY GOOD has been appointed West Country representative of Kenex, Ltd., Dover.

MR. W. H. Soy, who has been appointed European representative for the Brockhouse Organization, will start a European tour next month.

Mr. TREVOR SHANN, formerly cost manager with Central Garage (Leeds), Ltd., is now service manager for Cavendish Motors, Ltd., Chesterfield.

MR. D. KIRKMAN has joined the sales staff of Duple Motor Bodies, Ltd., from W. S. Yeates, Ltd. Mr. D. Bower, Midland sales representative, has left the Duple concern.

MR. R. J. JACKSON NISBET, director of Canadian operations for Wolf Electric Tools, Ltd., London, W., is expected to arrive in this country on May 27 for a four weeks' visit.

MR. J. A. HOLMES has been appointed to the board of Lawson Pigott Motors, Ltd. He is the late sales director of Carmo (Holdings), Ltd., and director of Carmo (1929), Ltd.

MR. F. M. BEST, until recently director and general manager of Rootes Motors (Canada), Ltd., joins the board of Commer Cars, Ltd. He will succeed, as director and sales manager, Mr. G. BRAGG who retires at the end of June.

MR. W. CURTIS MATON has been re-elected president of the Institution of Body Engineers. Other re-elections include: Mr. H. R. BARBER and Mr. W. J. BELGROVE, as vice-presidents, and Mr. K. A. OSBOURNE as honorary

MR. H. T. BEARD is now North Eastern divisional manager of the Power Petroleum Co., Ltd. His position as North-Midland branch manager has been taken by MR. L. GILL. Other district manager appointments in the company are: Mr. F. J. CASTLETON, South Wales; MR. C. W. SMITH, North-Eastern; MR. C. H. OGDEN, North-Western, and MR. ATHOL C. JOHNSTON, Northern.

MR. J. M. A. SMITH, assistant managing director of the Ford Motor Co., Ltd., is the new president of The Society of Motor Manufacturers and Traders. Mr. M. L. Breeden, joint managing director of Wilmot-Breeden, Ltd., was re-elected and Mr. M. A. H. BELLHOUSE, deputy chairman of the Pressed Steel Co., Ltd., was elected as vice-presidents. THE HON. GEOFFREY ROOTES, managing director of The Rootes Group manufacturing division, was re-elected as Hon. Treasurer and SIR WILLIAM BLACK, chairman of A.E.C., Ltd., and managing director of Associated Commercial Vehicles, Ltd., has been appointed an Honorary Officer for 1959-60.

MR. D. J. FLUNDER has become general purchasing manager of the Dunlop Rubber Co., Ltd.

MR. R. J. AINSLIE has been appointed to the tyre mileage sales staff of the North British Rubber Co., Ltd.

MR. H. G. Bowles has joined the board of the Devon General Omnibus and Touring Co., Ltd., and Mr. K. W. C. GRAND has resigned.

Mr. F. J. GAYFORD, due to retire as managing director of The Haslemere Motor Co., Ltd., at the end of next month has agreed to continue.

HECTOR STRANG has appointed executive chairman of Shaw and Kilburn, Ltd. His former position as assistant managing director has been taken by Mr. A. E. WYATT.

Mr. EDWARD BARTLETT is manager of the new west European export zone created by Perkins Engines, Ltd., Peter-borough. Mr. Frank Wilkinson will be in charge of the company's new eastern zone.

PROFIT AND LOSS

Rolls-Royce, Ltd., 2,086,980 profit after £2,520,000 tax. Year's dividends 20 per cent. Herbert Terry and Sons, Ltd., £109,772 net profit after £91,158 tax. Year's dividends 17½ per cent. C. C. Wakefield and Co., Ltd., £1,467,035 consolidated group profit after £1,723,449 tax. Year's dividends 2s. 3d. per 10s. stock unit.

MR. F. J. BATTERSBY, formerly North-Western divisional manager of the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has been appointed manager of the company's sales personnel and sales development division. His former position has been taken by MR. E. D. MACKINTOSH.

MR. ALLEN L. STOCK, chairman of Lodge Plugs, Ltd., and other companies, has been re-elected chairman of The London Chamber of Commerce (Inc.). MR. F. H. TATE, who, amongst other company appointments, is chairman of Pease Transport, Ltd., and Silver Roadways, Ltd., was re-elected treasurer.



Mr. J. M. A. Smith, assistant managing director of the Ford Motor Co., Ltd., is the new president of the S.M.M.T.

SIR JOHN ELLIOT, who is relinquishing the chairmanship of the London Transport Executive next month, has been elected chairman of Thos. Cook and Son.

MR. J. DELICATE has been elected chairman of the Coventry area of the Traders Road Transport Association. The vice-chairmen are MR. H. A. BEARD, MR. J. H. HOLBROOK and Mr. G. W. Mousley. The new chairman of the Wolverhampton area is MR. E. A. BETTELEY, and the vice-chairmen are MR. E. CARTER, MR. A. SMART and MR. K. H. WIDDOWSON.

OBITUARY

WE regret to record the death of MR. KENNETH BROOK.

Mr. Brook, who was 55, was the engineering director of C.A.V., Ltd., whom he joined in 1937. He became an executive of the company in 1955.

NAME RESTRAINT

IN the Chancery Division last week Mr. Justice Danckwerts granted to O.B. Transport Ltd., Whitby, Wirral, Cheshire, an injunction perpetually restraining O.B. Transport, Meynell Gardens, Hackney, London, from using the name or trading style of O.B. Transport as from June 1.

New Transport Companies

Whitman Roadways, Ltd. Cap. £1,000. Dir.: Leonard G. Whitman, 71 Hayes Lane, Bromley, Kent. Sec.: Joan M. Whitman. Reg. office: 54 Cannon Street, London, E.C.4.

W. Thompson Contracts (Crowle), Ltd. Cap. £1,000. Dirs.: William Thompson and Sarah K. Thompson, 9 Park View Estate, Crowle, near Scunthorpe. Sec.: Sarah K. Thompson, Reg. office: 45 North Street, Crowle, near Scunthorpe.

office: 45 North Street, Crowle, near Scunthorpe.

James Gilmore and Son, Ltd. Cap. £30,000.

Dirs.: Arthur E. Gilmore, Homeleigh, Sandham
Grove, Heswall, Ches.; Henry J. Gilmore, 53
Storeton Road. Oxton, Birkenhead; Anthony H.
Gilmore, Mrs. Norah C. Gilmore and Peter J.
Broderick, Sec.: Peter J. Broderick, Reg. office:
Studholme Street, Liverpool, 20.

Broxup (London), Ltd. Cap. £100. Dir.:
Michael W. Kerr, 74 Windsor Drive, East Barnet,
Herts. Sec.: K. A. Whyley. Reg. office: Room
4, 4th Floor. Radnor House, 93-97 Regent Street,
London, W.I.

E. T. Cherry and Sons. Ltd. Cap. £10.000. Direct.

E. T. Cherry and Sons, Ltd. Cap. £10,000. Dirs: Edward T. Cherry, 52 Nightingale Road, Hitchin, Herts, Gerald R. Cherry, 22 Kings Road, Hitchin, and Arthur E. Cherry, 11 Times Close, Hitchin. Reg. office: 52 Nightingale Road, Hitchin.

G. Nathan Hawlage, Ltd. Cap. £100. Gordon Nathan and Dorothy Nathan. I Grove. Hatfield. Sec.; G. Nathan. Reg. 65-16 Railway Approach, London Bridge, Lo

Furniture Transporters (Cardiff), Ltd. Cap. £500, Dirs: John W. Le Mesurier, 17 Long Meadow Drive, Dinas Powis, Glam, Percy T. Clarke, 28a Countesbury Avenue, Llanrumney, Cardiff, Edwin C. Spooner and Michael McGrath.

R. H. Dakin, Ltd. Cap. £2,000. Dirs.: Rene H. Dakin and Alicia E. A. Dakin, Fernlea, Edge Road, Matlock, Derbyshire, Sec.: Rene H. Dakin, Res. office: Fernlea, Edge Road, Matlock,

Roberts Transport (Knighton), Ld. Cap. 22,000.
Dirs.: James G. Roberts, Purple Sycamores,
Knighton, Radnor, and John C. Phillips, Clunford,
Ounsdale Road, Wombourne, Staffs. Sec.: John C.
Phillips. Reg. office: Purple Sycamores, Ludlow
Road, Knighton.

F. Taylor and Sons (South Road), Ltd. Cap. £6,000. Dirs: Mrs. Annie Taylor, Sunnymead. Holy Cross, Clent. Worce: Ronald S. Taylor, T South Road, Smethwick, and Raymond Taylor, 74 Park Road, Smethwick. Sec.: R. S. Taylor. Reg. office: 37 South Road, Smethwick.

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"A Plague on Both Your Houses" —R.H.A. Chairman to Parties

"OUR dearest wish would be to stop playing the rôle of a political storm centre, and sometimes one is tempted to say to all parties alike 'a plague on both your Houses,' said Mr. R. N. Ingram, national chairman of the Road Haulage Association, at the Association's annual dinner in London on Wednesday. But our opposition to the Labour policy on transport should not be construed as indicating our complete satisfaction with the policy of the Conservatives," he said. "Such an assumption would be very wide of the mark."

There was one basic principle on which the legitimate aspirations of the industry had not been recognized even by the Conservatives. From the early days of road transport when its rapid growth clearly indicated that it was to become an important factor in the transport system and a serious threat to the railways' monopoly, the industry had suffered the combined effects of restrictive legislation and special taxation at a most penal level, said Mr. Ingram.

The road haulage industry's main claim upon a Conservative Government would be to adjust the position so that real equality of competition between the two forms of transport could be established.

"We still regard ourselves as pioneers in the road haulage industry," added Mr. Ingram, "and the expansive policy of the Government has naturally found an echo among the whole of our membership." Hauliers under free enterprise were proud that they had consistently found the answer to every transport problem arising from the development of trade and manufacture.

Giant Loads

On the more spectacular side members had been called upon to handle giant loads, and there seemed no limit to the size of the indivisible consignments that heavy haulage groups tackled.

"If we have a complaint," continued Mr. Ingram, "it is perhaps that the Government persist in keeping us tied to a somewhat too rigid licensing system. Ever since the system was instituted in 1933 we have accepted it, and to some extent acknowledged the necessity."

There was a growing trend, however, which the railways had not been slow in aiding and abetting, to tie the haulier much too rigidly to carrying the same traffic year after year. In the natural process of time he was bound to find that some of his traffics diminished in importance. He should have a reasonable opportunity to replace this sort of wastage.

Over the past 10 years the number of vehicles operated by hauliers had increased by no more than about 30 per cent., and, although it was true that the average carrying capacity of vehicles had increased and that new techniques had made it possible for hauliers to carry more traffic in the same vehicle, the overall increase had not kept pace with the rise in industrial production.

On the other hand, in the same 10 years, the number of C-licensed vehicles had more than doubled. The major part of this increase took place during the

dark ages of nationalization, when the continued freedom of the trader to run his own vehicles was the salvation of trade and industry.

"Are the hauliers failing the nation?" asked Mr. Ingram. "I can hardly believe this is so," he said, "when I find from some recent figures we have collated from long-distance hauliers that it is normal for a vehicle with a capacity of II tons to travel over 40,000 miles in the course of a year.

"In so doing they carry 225,000 tons of goods over an average distance of 140 miles. These figures prove that in the hands of free-enterprise hauliers a goods vehicle becomes a highly efficient machine.

HAULIER FINED FOR EXCESSIVE HOURS

FOR failing to cause two of his drivers to keep records, Alfred Jesse Thomas, haulier, Coalpit Heath, was fined £40 at Chipping Sodbury last week.

His son, Raymond Alfred Thomas, and John Edwin Woddington, were the drivers. Raymond Thomas admitted that he failed to keep a record and that he drove for more than 5½ hours continuously and was fined £20. Woddington pleaded guilty to failing to keep records and was fined £3. Alfred Thomas was ordered to pay £6 6s. advocates fee and £3 0s. 6d. costs.

Mr. A. F. P. Holloway, prosecuting, said the offences were committed on December 10, 1958, when the younger Thomas was seen by a traffic examiner at Crediton. He had been driving from midnight to 7 a.m. The authorities were told that Woddington had gone to Crediton to drive the lorry back to Coalpit Heath, added Mr. Holloway.

LIFTS TO FACTORIES ABSTRACT BUS TRAFFIC

A PROBLEM has been set the Ulster Transport Authority by the number of men who work at the Maydown industrial estate, Londonderry, and give lifts to their workmates to and from the factories in their cars and on motorcycles. A number of buses is superfluous whilst 1,500 workers have their own means for travel.

It is suspected that the passengers contribute towards the car owners' running costs, but little can be done to eliminate any illegal circumstances without evidence of payment.

• Mr. James Houston, Londonderry traffic manager of the U.T.A., has stated that buses are carrying only 18 per cent. of the potential traffic to Maydown.

Year of Unfulfilled Expectations for P.T.A.

A T last week's annual general meeting of the Public Transport Association at Eastbourne, the chairman, Mr. T. R. Williams, regretted that the past year had been one of unfulfilled expectations for the industry. It had been led to hope that at last it would be afforded some relief from its main problems of rising costs—the burdens of the inequitable fuel tax and Excise duty licences, and irksome and archaic restrictions.

He welcomed the reduction in p.s.v. licence fees, but deplored the general impression conveyed to the travelling public that this was an adequate solution to the problem of uneconomic rural services. In fact, this was virtually untouched.

Operators were deeply resentful at being held responsible in the public mind for drastic reductions in passenger services when the responsibility rested squarely upon the Government, by their failure to abolish the fuel tax.

The industry was at a loss to understand why its plea that coaches and buses should be placed on complete equality as regards permitted speeds outside built-up areas should have been so little regarded. The size, weight and dimensions of p.s.v.s were as stringently regulated now as 30 years ago, but their performance of today could not be compared with the conditions then existing. Now the mechanical efficiency, roadworthiness, performance and safety of these vehicles were without equal.

A report on the Association's conference appears on pages 474-475.

GOOD TURN MISFIRES

A NUNEATON coach driver's good turn for passengers carried by a rival firm's coach which broke down, led to a prosecution at Coleshill last week.

For carrying excess passengers in a coach, Joseph Lloyd and Sons, Ltd., Nuneaton, were fined £1. The driver, Harold Cecil Moss, was fined £2 for aiding and abetting. Both pleaded guilty.

Defending, Mr. W. Hibbs said that a coach driven by Moss was on its way to a football match in Birmingham when it picked up 15 passengers being carried to the same match by a rival firm's coach which had broken down.

The coach was stopped by a police officer at Castle Bromwich. Fifteen passengers were standing and all 35 seats were occupied.

CO-ORDINATION CALL

A MEMORANDUM published by the Northern Ireland Branch Railway Society calls for the co-ordination of rail and road services. It complains of a bias against the railways by the Ulster Transport Authority and the Government, and states that a system of bus routes which duplicates the railways has been built up. It is recommended that road services should either feed into the railways or be employed where no railways exist.

RI

Special Semi-trailer Built for Transport of Margarine

ALTHOUGH insulated or refrigerated vehicles are not essential for short-distance haulage of margarine, the commodity requires care in handling to prevent spoilage. In warm weather it is not advisable to stack cartons containing it more than five high, although stacking may be increased to seven layers in winter.

Van den Berghs and Jurgens, Ltd., manufacturers of Stork and other brands of margarine, found it impossible to carry a full payload on a 24-ton gross weight articulated outfit in summer when using their standard pallets, which measure 3 ft. 4 in. by 4 ft., as these could be loaded with only 15 cwt. of margarine.

Extra platform area was required. A prototype semi-trailer, supplied by the Barking Garage and Engineering Co., Ltd., who also manufactured the bodywork, featured a standard flat platform with a double-deck structure at the front. The disadvantage of this layout was that the overall height of 14 ft. 7 in. made for difficulties in routeing and spoilt the appearance of the outfit.

Novel Chassis

It was decided to depart from the use of a conventional semi-trailer chassis, and Carrimore Six Wheelers, Ltd., were asked to produce a special model. The unit which has been evolved has a chassis frame consisting of conventional forward and rear frame sections joined in the centre by an open-sided box 4 ft. 10 in. deep and 10 ft. 6 in. long. The frame employs four longitudinal channel-section members throughout, joined by crossmembers of similar section, and is of welded construction. The forward section carries the top half of a fifth-wheel coupling and the rear bogie is a side-byside axle design. There is not sufficient space for tandem axles.

Light-alloy bodywork with a glassfibre-reinforced polyester roof made up of six sections was again manufactured by the Barking Garage and Engineering Co., who developed the complete vehicle for I. Leftley, Ltd., a member of the Transport Development Group,

who will operate it on contract to Van den Berghs and Jurgens.

The two end bays provided by the body are 7 ft. 1 in. long and 7 ft. high, and can each contain four loaded pallets, whilst the upper and lower centre sections hold a further 12 pallets, giving a total capacity of 20. The ribbed metal decking is sloped inwards to help consolidate the load.

The Carrimore semi-trailer connected to this Atkinson tractor was evolved so that adequate loads of margarine could be carried on pallets under summer conditions. Bodywork is by the Barking Garage and Engineering Co.

Tarpaulin curtains on each side of the vehicle hang from runners in the eaves of the roof and are quickly secured at the bottom by rubber ties. Fixed flaps at each end ensure that the arrangement will be weathertight. Flat platform vehicles used previously took 30-40 minutes to sheet-up. The curtains reduce the time for this operation to under 10 minutes.

The complete semi-trailer (two others are in course of construction) weighs 3 tons 15 cwt, and with its Atkinson tractor the 26-ft.-long outfit scales 8 tons 6 cwt.

The new semi-trailers will be used to deliver margarine to wholesale depots around London and, working around the clock, will effect three such deliveries each day. Time saved by the new design should enable the radius of operation to be extended whilst maintaining the same schedule.

COACH-AIR GROWTH

"WITHIN the next five years we believe that coach-air services will be bringing 100,000 visitors a year to the Isle of Man," said Mr. J. M. Cain, chairman of the Isle of Man Tourist Board, during a visit to the headquarters of Ribble Motor Services, Ltd., at Preston.

Recalling that Ribble and Silver City Airways had pioneered coach-air services between the mainland and the Isle of Man in 1951, Mr. H. Bottomley, general manager of Ribble, said it was hoped to see a further growth of this traffic to the island.

In 1951, Mr. Cain stated, 6,000 visitors had gone to the Isle of Man by coach-air. In 1957 the number had risen to 57,000.

ATKINSON OVERSEAS

OVERSEAS orders received by Atkinson in April total over £300,000. Included are 10 "Omega" models, powered by Cummins engines, for use in the north African oil-fields.

The company's new associated organization in Australia has now been formed and has already received a number of orders. Keener Competition by Battery Makers ROWING competition in the batte

GROWING competition in the battery industry, particularly in the markets for motor vehicles and works trucks, is again stressed by Mr. A. W. Browne, chairman and managing director of the Chloride Electrical Storage Co., Ltd., in his annual report.

In some countries in which the company were operating, battery-producing capacity exceeded the foreseeable demand. Manufacturers who were not well equipped and efficient would probably find themselves in difficulties.

The Chloride company were continuing to devote much of their effort and financial resources to technical research and development. The result had been a continued improvement in the product and in manufacturing methods. Leading battery manufacturers in other countries welcomed technical arrangements with the company.

ANOTHER NUFFIELD SHOW

POLLOWING last year's successful Morris Commercial Vehicle Show, the Nuffield Organization will hold another Exhibition at the end of this month. It will be held in the B.M.C. Exhibition Hall, Longbridge, Birmingham, from May 25 to 29 and will include all commercial vehicles from the small 4-ton van to the Morris 7-ton truck. In addition there will be special coachbuilders' exhibits on a number of the organization's chassis, including an ambulance with air suspension and bodywork in fibre-glass and plastic. Also there will be demonstrations of various vehicles and power operated attachments.

The Nuffield Universal Three and Four tractors, together with a wide selection of approved implements, will also be on view.

YOUNG BUS DESIGNERS

THE fifth part of the annual prize drawing and handicraft competitions held by the Society of Motor Manufacturers and Traders has been won jointly by Mr. A. F. Darby, Costock, near Loughborough, and Mr. T. J. Calnon, London, N.W.3, for outline drawings of a 12-seater bus. The competition was restricted to entrants under the age of 21, and Servicemen under 23.



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No At-the-Door Pick-ups for Holiday-makers in Morecambe

F one operator was allowed to pick up passengers at their hotels, naturally other companies would apply for similar facilities, the North Western Traffic Commissioners were told at Blackpool last week.

J. Battersby and Son, Ltd., of Morecambe, wished to pick up passengers who had been pre-booked on Morecambe and Lakeland inclusive holidays at a number of associated hotels in Morecambe. They also wished to increase the number of vehicles operated on any one day from five to six during July and August.

Mr. H. Backhouse, for Battersby's, said that since 1956 traffic had decreased, but they did not want a new vehicle. only permission to use an extra one on the existing licence.

The proprietor of the Trebarwith Hotel, Mr. D. Turner, stated that he ran inclusive holidays whereby customers paid a given sum and all amenities for the week were provided. He then made block bookings with coach operators and theatres.

Some 80 per cent. of the people patronizing these holidays were elderly and many of them infirm. Battersby Coaches took the visitors on trips, and had their garage situated 250 yards from the hotel.

In bad weather it was inconvenient for old people to walk this distance and there had been many requests by passengers to be picked up at the hotel.

Mr. J. Booth, objecting for Morecambe Motors (Silver Grey), Ltd., asked why passengers did not use Silver Grey vehicles, as their garage was only 70 yards from the hotel. At the moment they only operated eight coaches, but they were allowed to run 14. If traffic increased they would be willing to buy more vehicles to cope with it.

Mr. W. Marshall, proprietor of the Wichfield Hotel, replying to Mr. Booth,

said that although he catered for private guests in addition to those booked for inclusive holidays, he did not think that the picking up of these passengers would cause ill-feeling.

Mr. F. D. Walker, objecting for Ribble Motor Services, Ltd., submitted that picking up on the doorsteps of hotels was a new thing in Morecambe, but if a substantial flow of traffic could be guaranteed it was not an unreasonable

This application need not be regarded as exclusive to Battersby's, he said, and Ribble themselves would be interested in similar facilities.

Mr. Backhouse said that the Battersby concern had shown themselves to be go-ahead and fit to be trusted with an extra vehicle. There was no question of traffic being abstracted from other operators if the application were granted.

The chairman, Mr. F. Williamson, said that there was no justification for the application to be granted.

DRIVING MIRROR FINES

THIS type of offence is becoming very prevalent and it would help if some publicity were given to it," said Inspector E. A. Baker, at the Kidderminster Magistrates' Court last week, when the Bench dealt with two cases in which van drivers were summoned for not having two driving mirrors on their

Fines of £1 each were imposed on Albert Whitehouse, Tipton, and Frank Trevor Cooke, Kidderminster.

LAST TROLLEYBUS

NEW and revised services will be brought into effect in Hastings and Bexhill on June 1 when the last of the Hastings Tramway Company trolleybuses is replaced by Leyland Atlanteans operated- by Maidstone and District Motor Services, Ltd.

Municipal Opportunities

Glasgow Police Committee require an Austin A55

Doncaster Highways Committee are to buy a

sweeper, Eccles Health Committee require a refuse

collector.

Dagenkam Highways Committee wish to buy an S.D. refuse collector.

Rroadstairs Urban District Council are to acquire two Morris-Eagle refuse collectors.

Birkenhead Works Committee have authorized the purchase of two 10-12-cwt. pick-ups.

Lambeth Borough Council are advised to purchase two Bedford guily-emptiers from Keith and Boyle, Ltd.

Ltd.
Godalming Corporation are recommended to acquire a Karrier refuse collector from A. Gray and Co., Ltd.
St. Marylebone Cleansing Committee recommend that a Lewin sweeper be purchased, and that Rootes, Ltd., supply an articulated refuse-disposal

outfit.

Barry Corporation are recommended to buy a Bedford 10-12-cwt. van from N. W. Nash and Co., Ltd., and an Austin A55 van from Coppins Motors, Ltd.

Southport Vehicle Purchase Committee advise that Kirbys, Ltd., supply a Commer-Lomas ambulance. The highways committee seek to obtain a Dennis refuse collector.

Chesterfield Cleansing Committee wish to buy two Dennis refuse collectors from Kennings, Ltd. The highways committee seek to purchase a Bedford 10-12-cwt. van from Jack Boult, Ltd.

Bootle Corporation are to obtain a Thames van. Newmarket Corporation are to buy a Bedford

Bridgend Urban District Council are to buy a Karrier Gamecock refuse collector.

Merton and Morden Urban District Council are to buy a Karrier Gamecock refuse collector.

Merton and Morden Urban District Council are to obtain a 3-tonner and a sweeper.

Preston Corporation are to acquire two Austin 5-tonners from Dunderdale and Yates. Ltd.

Poplar Borough Council are advised to buy a Commer Cob, a 1½-ton van and a Karrier Bantam 2-tonner from Ray Powell, Ltd.

Northumbertland County Council are to buy a Leyland Comet chassis on which a mobile library will be constructed.

Cheltenlasm Corporation are to obtain a Bedford.

Cheltenham Corporation are to obtain a Bedford fire appliance from Alfred Miles. Ltd. and two Bedford lorries from Sherwood and Winn, Ltd. Wakefield Watch Committee require tenders for the supply of a van. The waterworks committee wish to purchase a van from Westgate Motors (Wakefield), Ltd.

Wakeneid, Ltd.

Durham County Council are to purchase two Karrier-Carmichael water tenders from Minories Garages, Ltd., two Bedford appliances from Alfred Miles, Ltd., and two Austin vans from Murray and Charleton, Ltd.

Leeds City Council are recommended to purchase a Morris LDI. a 12 and a 15-cwt. van from Appleyard of Leeds, Ltd. They are also recommended to purchase a 4×4 rescue vehicle from A. G. Wilson and a 4×4 crash tender from the Alfresco Garage, Ltd.

New Bristol Centre for Packham

O replace two small depots in Bristol, To replace two small depois in and a third at Clevedon, A. Packham and Co., Ltd., have opened a large warehouse and distribution depot at Hockeys Lane, Fishponds, Bristol. The premises were formally declared open by Mr. S. W. Nelson, Western Licensing Authority, last week

Originally a biscuit factory, building now offers a loading bank long enough to accommodate 14 vehicles at once. Goods in transit are handled in an area of 3,300 sq. ft, and the three floors of the earlier factory provide more than 250,000 cu. ft. of convenient warehousing space.

In order to provide a forecourt of generous dimensions a derelict cottage was demolished and a fuel-pump island now marks the site. In addition to office accommodation for the staff of about a dozen, the premises have workshop facilities where routine maintenance is carried out. Goods for warehouse storage are handled by an automatic lift and the loading-bank staff are assisted by fork trucks and roller conveyors. Fluorescent lighting provides excellent illumination for night working.

Packham's, whose head offices are at Highbury Grove, London, N.5, run daily trunk services to Bristol. They maintain other depots at Falmouth, Cullompton. Southampton, Bournemouth and Salisbury, and distribute widely throughout Wiltshire, Dorset, Somerset, Devon, Cornwall and parts of Gloucestershire.

A large proportion of their business lies in the distribution of lubricating oil and barrelled fuels for Shell-Mex and B.P., Ltd. The Fishponds depot is equipped with special racking to accommodate this traffic.

The depot manager is Lt.-Col. W. H.

LOURDES AND FATIMA TOURS REJECTED

AT a sitting of the Scottish Area Traffic Commissioners in Glasgow last week Mr. W. F. Quin rejected further applications for authority to conduct coach tours to Lourdes and to Fatima during the summer.

There were seven objectors. decision, Mr. Quin ruled that there was no suggestion that anyone wishing to make these visits was not adequately provided for by the present services, and refused the application.

PORTSMOUTH CONTEST

THE Portsmouth round of the Lorry Driver of the Year competition on July 4 will start with a maintenance examination at Hilsea Gasworks garage. This will commence at 7,30 a.m. road section will lead from Hilsea through the city to the Royal Marine Barracks. Eastney, where manœuvring tests should start on the main parade ground at about 11 a.m. It is expected that results should be ready soon after 6 p.m. Entries should be sent to the Accident Prevention Department, Police Headquarters, Portsmouth.

Micrograms

Dunlop Sales Up: Total sales of the Dunlop group last year rose by 5 per cent. to £243m. Taking price changes into account, overall sales were 7 per cent. higher.

New Branch: A new branch office of the Mercantile Credit Co., Ltd., opens at 4 King Edward Street, Perth, tomorrow. Manager will be Mr. R. K. F. McInnes.

New Ring Road: Wolverhampton Corporation has received a grant towards the estimated £146,000 cost of constructing the first section of a new inner ring road.

Safety Prizewinners: A total of 11 drivers from Star Aluminium Co., Ltd., Wolverhampton and Bridgnorth, received awards in the National Safe Driving Competition sponsored by the Royal Society for the Prevention of Accidents.

A.C.V. Turnover: In a half-yearly report, the directors of Associated Commercial Vehicles, Ltd., say turnover has been maintained, particularly overseas. The abolition of purchase tax has been beneficial in the home market.

Hford Improvements: A grant has been made towards the second and third schemes to improve the traffic flow through Hford Lane and Cranbrook Road, a north-south route carrying some 16,000 vehicles daily, is £392,209.

Straddle Carrier Distribution: Conveyancer Fork Trucks, Ltd., Liverpool Road, Warrington, are now solely responsible for the sale and distribution of the Shorland Carrier, formerly known as the British Straddle Carrier, manufactured by Short Bros. and Harland, Ltd., Belfast.

New Office: The London office of Siemens Edison Swan, Ltd., moves into new premises at Crown House, Aldwych, W.C.2. next month. Sales and deliveries for the London area, the Home Counties and branches at Reading, Maidstone and Ipswich will be controlled from Crown House.

More Parking Meters?: A public inquiry into a proposed extension of the Mayfair parking meter zone will be held in London next month. The effect of the new proposals would be to extend the present meter zone to cover the whole of Mayfair and to require payment on Saturday mornings.

Zoller Agency: The sole agency for the Zoller Dustless shutter for Great Britain and the Commonwealth has been secured by Glover, Webb and Liversidge, Ltd., London, S.E.1. At the moment, the shutter is being imported, but when inquiries increase it will be manufactured in this country.

Honour Misplaced: Through being misinformed, The Commercial Motor (May 8) attributed to A. Dutton (English Sewing Cotton Co., Ltd.) a clean performance in the parking tests in Class C of the Manchester round of the Lorry Driver of the Year Competition. The honour should have gone to his colleague, G. S. V. Birds.

Ouality in Engineering: Engineering papers will be presented at the "Quality in Engineering" conference at Buxton next month by Mr. E. Summerscales, chief quality engineer of Joseph Lucas (Electrical), Ltd., and Mr. R. K. Grunau, chief inspector, Rolls-Royce (Oil Engines), Ltd. A paper on Vending will be presented by Mr. J. C. Walter, chief engineer, Cummins Engine Co., Ltd.

Weight Reduction: Leyland Motors, Ltd., inform us that the gross weight figures for Beaver 1487/E and Super Hippo EH.13BR and 14BL, supplied by them for inclusion in the Tractor specification tables, published in The Commercial Motor on March 13, 1959, were incorrect. Gross weight for the Beaver is 54,000 lb. and gross weight for the Super Hippo will be given on application to the manufacturer. In the same table Commet ECO2.2R and L should have read ECO2.3R and L

Rail Pruning: The London Midland Region of British Railways are considering closing many branch lines and ending certain passenger services.

New Branch: The Mercantile Credit Co., Ltd., opened a new branch at 14 Waterloo Road, Blackpool, under the management of Mr. C. R. Ramsden, this week.

No Tanker Limit: The Minister of Transport last week rejected a suggestion that tankers which carry dangerous substances should be limited to 20 m.p.h.

Better By-pass: The Kingston by-pass is to be made a dual carriageway for the whole of its length, and there will be two flyover junctions. Eventually there will be an Esher by-pass.

Canaries Agency: The appointment of Mr. Andres B. Zala as sub-agent in the Canary Islands to Leyland Iberica S.A., Madrid, has been announced. His address is Murphy No. 4, Santa Cruz de Teneriffe, and Menendez Pelayo 25, Las Palmas de Gran Canaria.

LICENCE FOR FISHERMEN GRANTED

AN application by Frederick Newton, Conon Bridge, for authority to transport fishermen from Ullapool to their homes on the east coast was approved by the Traffic Commissioners sitting in Inverness. Objections were lodged by three existing licence holders, Miss H. Mackenzie, Garve, G. and A. Ross, Ullapool, and D. Noble and Son, Muir of Ord.

It was stated that there was a lack of co-ordination and organization between the three companies, which had 16 licences between them. Mr. Alex. Robertson, chairman, said that it was reasonable that Newton should not be called in until all three licences had been exhausted and suggested that the parties should consult.

After an adjournment, the four firms returned to say that they had agreed to co-opt Newton and that an independent person at Ullapool should be appointed to arrange the regular bus services, and to bring in Newton as required.

Bus Conductors Should Have Mirrors

A SUGGESTION that buses should have a mirror to enable a conductor to see the rear platform when he was not on it, was made by Mr. Theo Pearson, the chairman, at Chesterfield Borough Court last week. The Bench had heard a summons against Victor Clarence Llewellyn, bus conductor, for failing to take all reasonable precautions to ensure the safety of passengers boarding a bus on April 10. Llewellyn pleaded "Not Guilty."

A woman passenger said the bus started off as she was about to board it, and she was dragged about the length of the bus.

Mr. G. H. Slack, defending, said Llewellyn was a man of considerable experience and it was one of those unfortunate accidents. At the worst it was an error of judgment.

The chairman said that the magistrates took a serious view of such accidents, especially when they involved elderly people. There had been several cases of that nature before the court of late and the magistrates felt that it was very important that a conductor should be able to see what was happening on the rear platform when he was not there.

"We suggest that mirrors should be placed in the buses so that a conductor can see what is happening," he added. Conductor Llewellyn was fined £2.

PAKISTANI WORLDMASTERS

A NUMBER of Leyland Royal Tiger Worldmasters with automatic transmissions has been put into operation in Pakistan. Assembled in Karachi by James Finlay and Co., Ltd., the 10 vehicles have bodywork 36 ft. long by 8 ft. wide and each weighs about 9½ tons. Eight of the Worldmasters, which can carry 53 seated passengers and 21 standing, are being operated in Lahore, whilst two provide a 172-mile express service between Lahore and Rawalpindi. These are 63-seaters.

14-seater on B.M.C. 11-ton Chassis

DESIGNED to meet complete p.s.v. requirements, a new 14-seater conversion has been introduced by Kenex, Ltd., Dover. It can be based on either the Austin or Morris LD2 30-cwt. forward-control van chassis and is known as the County. The conversion price is £597 and the complete vehicle costs £1,325 10s. with petrol engine, or £1,430 10s. with oil engine.

The standard van body has been modified by hanging the normal sliding cab doors on hinges and sealing off the upper sections of the rear doors, leaving the lower portions to open for access to a sizeable luggage compartment. There are three glazed window units in each side, four of these windows incorporating upper sliding sections. Two extractor ventilators are mounted on the roof, and the spare-wheel carrier has been moved to a position on the off side of the value of the standard of the standard of the value of the standard of the value of th

To meet p.s.v. requirements, the chassis has been suitably modified. Guard rails are fitted below the skirt panels between the wheels, and hand rails are installed at the near-side entrance door.

The 14 passenger seats are based on tubular steel frames and have Dunlopillo interiors with p.v.c. trimming. The floor is covered with linoleum, there are four interior lights, and each bank of seats has a fitted ash tray. There are parcels racks above the seats on each side of the vehicle. The exterior can be finished in either single or dual colours and is flashed with polished aluminium beading with a coloured plastics insert. A certificate of fitness is supplied with each vehicle.

It is anticipated that the first public showing of this new vehicle will take place at the Austin Motor Show at Longbridge next month. ld or ot n.

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959

Recognition for Mileage Scale?

THE increase in staff wages made last October would cost £197,000 a year said Mr. E. S. Fav. O.C., and was the main reason behind the Birmingham and Midland Motor Omnibus, Ltd., application for increases in fares.

The West Midland Traffic Commissioners, at Birmingham last week, heard the proposal to increase fares from 4d. to 8d. by ½d.; from 9d. to 1s. 11½d. by 1d. and those over 2s. by 2d.

The company also asked that workmen's and miners' return fares between 10½d. and 1s. 11½d. be increased by 2d. and those over 2s. by 3d.

There were eight objectors to the application-Evesham Borough Council, Halesowen Borough Council, Kidderminster Rural Council, Shrewsbury Borough Council, Sutton Coldfield Borough Council, Loughborough and District Trades Council, the Communist Party and Mr. R. Deeley, a private individual.

For the company, Mr. Fay said that was intended to take the first

step towards the introduction of a logical fares structure based on the mileage scale. It would mean that a person in one part of the company's area would pay the same fare as another making a journey of similar length in another part of the area.

The application asked that the mileage scale be recognized. The proposal, with certain exceptions and limitations, was to bring fares below that scale up to it, those on or above it, would not be touched.

Mr. Fay said that the increase in wages had partly been offset by the allowances made in the recent Budget-but the company still faced an extra expenditure of £158,000 for the year.

At the second day of the hearing final submissions by the objectors contended that in its present financial state the company could absorb increased costs, estimated at £158,000, without resorting to increased fares.

The Commissioners reserved their decision on the application.

Company Refused Feeder Service

RIBBLE MOTOR SERVICES, LTD... were refused a new picking-up point near the Corporation car park, Heysham, at a Blackpool hearing before the North Western Traffic Commissioners last week.

Mr. G. Dawes, the company's traffic assistant, submitted a schedule showing population changes in the various wards of Morecambe and Heysham. In the past few years there had been much building and development in the area and the population had risen.

Ribble wished to operate a feeder service from Morecambe to Heysham, and back, picking up passengers for excursion coaches.

Mr. H. Backhouse, objecting for the Association of Morecambe Coach Operators, supported a system whereby one feeder coach should be sent to Heysham to bring back passengers for all operators. The Morecambe operators wished to run into Heysham and did not think that one company should have a new independent point

Mr. Dawes agreed that it was a good idea to have a point common to all operators, but permission had first to be granted for the point to be used. Ribble had had negotiations with the Morecambe operators in the past, but no conclusion had been arrived at. If necessary, they would be willing to have further discussions in order to reach an agreement. The chairman, Mr. F. Williamson, said

that no case had been made out and refused the application.

To Radius Limit with Part Load

VEHICLE of 21 tons had travelled A to the limit of its radius not fully loaded whilst customers' goods for the same area could not be carried because the traffic did not come within the normal user. This was explained to Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow, last week, when an application to continue a B licence and alter the normal user to include building materials and engineering products within 60 miles was made by Mr. Richard Steel, Hamilton.

It was indicated through his agent, Mr. R. Mackenzie, that Mr. Steel was restricted in the terms of his normal user. which were household removals within 10 miles, building and gardening materials within 15 miles and mining materials and metal castings within 60 miles.

Questioned by Mr. D. Brown, objecting on behalf of British Railways, Mr. James Murray, joint managing director of David MacDonald, Ltd., said that his firm, who made industrial wheelbarrows, used the railways to a major extent. He added, however, that it was sometimes preferable to use road transport.

Mr. John Robert, Handy Angle, Ltd., a subsidiary of Wagon Repairs, Ltd., also supported the application and told Mr. Quin that their business in small packages was increasing.

Mr. Quin did not think there was justification for a 60-mile radius and granted the application with addition of engineering products and building materials within 35 miles of base.

B.A.O.F.R. OFFICERS

THE following officers were elected at the annual conference of The British Association of Overseas Furniture Removers last week:-President, L. C. Blundell, W. Ede and Co., Wallington; vice-president, Mr. R. J. Murrin, B.R.S. (Pickfords), Ltd.; treasurer, Mr. H. F. Marks, Alfred Bell (Newcastle),

Ribble Picking-up Case Adjourned

To ensure better facilities for their passengers, Ribble Motor Services, Ltd., proposed to move their existing picking-up point from the Odeon Cinema, Morecambe, to the Ribble coach stand at Euston Road, the North Western Traffic Commissioners were told at Blackpool last week. The two points were only 245 yd. away from each other.

Mr. G. Dawes, the company's traffic assistant, said that the reason for the substitution was that refreshment and private facilities at Euston Road were more convenient for passengers.

During cross-examination Mr. Backhouse, objecting for the Association of Morecambe operators, stated that no members of the public had been called to support the proposal. Many Ribble express services came into the Euston Road bus station and with a clever commissionaire it would be simple to persuade passengers to book their holiday excursions and tours as they arrived. Since 1958 Ribble had enjoyed dispensation with regard to this particular point and had not notified their competitors. The potential travelling public to be obtained from the proposed new point was substantial.

The chairman, Mr. F. Williamson, said that unless an agreement was reached between the parties, the dispensation which was granted in 1958 must end at once, possibly within the next fortnight. The case was adjourned.

CREEP IN RUBBER SUSPENSION HALVED

MPROVEMENTS in compounding techniques and the introduction of more exacting laboratory tests have enabled Metalastik, Ltd., Evington Valley Road, Leicester, to halve the creep of rubber components used in suspension systems. This was revealed to The Commercial Motor during a visit last week to the company's new office and research building.

The news gave point to much of the research work which was being undertaken. In the past few months, there has been a significant revival of interest by manufacturers and operators in the possibilities of rubber suspension.

Test machines in the laboratory include many designed and built by the company to simulate working conditions with regard to both performance and endurance characteristics of rubber materials. The fatigue-test machine, for example, allows smaller rubber-bondedto-metal components, such as body and engine mountings, to be tested dynamic-Compression and shear characteristics, or a combination of the two.

can be determined. An indication of the reliability of rubber suspension units and of their resistance to fatigue is shown by the record of Metalastik bolster springs on London Transport Underground trains. These have operated continuously for 12 years without replacement.

Withdrawal of £42,000 Fares Application

AN application for increased express bus fares which would yield £42,000, was withdrawn by Ribble Motor Services, Ltd., before the Yorkshire Traffic Commissioners at Leeds last week because of the Budget relief on licence duties. The firm were granted increases on stage service fares and contracts on 36 routes subject to the withdrawal of the express route application.

Mr. R. D. Walker, for the firm, said that increases were estimated to produce an additional £175,000 in a full financial year. Since the last review of fares, National Insurance contributions and increased wages amounted to an estimated £138,000 in a full year. The difference of £37,000 was required to make provision for the accumulated deficiencies suffered in recent years, and provide for the replacement of the bus fleet.

Because of the Budget assistance in licence duties the company would save £56,000 a year and they asked not to be allowed to make the increases in express service fares, which would raise £42,000. That left a difference of £14,000 but it would be appreciated they were dealing with estimates, and the difference between a wet or fine weekend could be as much as £10,000.

MERTON LOADER GIVES GOOD FORWARD VIEW

A FORDSON tractor unit is the basis for the latest Merton loading shovel, with controls modified to allow the operator's cab to be mounted directly over the front wheels. This gives an unobstructed view of the bucket and the ground ahead. It makes for easier control of the bucket and accuracy in approaching vehicles or hoppers.

The hydraulic linkage for the shovel (a 1-cu.-yd. bucket is fitted as standard) permits a loading height of 10 ft. 6 in. or 12 ft., with a forward reach of 2 ft. at the higher level. The payload is 2,800 lb.

Known as the Frontloader 59 and manufactured by the Merton Engineering Co., Ltd., Faggs Road, Feltham, Middx., the shovel is powered by a Ford four-cylindered oil engine producing 54 b.h.p. at 1,800 r.p.m. With a turning circle of 33 ft., it has six forward speeds and two in reverse. The maximum speed is 12,45 m.p.h.

Additional equipment which can be fitted to the basic unit includes a bull-dozer blade, crane and fork-lift attachments, and a Holman compressor.

THORNYCROFT'S PROBLEM

E IGHT years of purchase tax on goodsvehicle chassis, coupled with threats
to renationalize road haulage and difficulties in export markets, have reduced
the turnover of Transport Equipment
(Thornycroft), Ltd., and increased costs,
the directors say. The company continue
to operate at a loss. The policy of
concentrating on specialized vehicles will
take time to show results.

People "Forced Back" to Coaches

A COACH operator who had been operating only since January told the Northern Traffic Commissioners at Stockton on Tees last week that modern conditions were forcing people back into public service vehicles, and that his business was increasing.

The operator, Mr. R. L. Hardwick, Eston, Middlesbrough, was applying to vary conditions on his licence, add three picking-up points to his excursions and tours, and to increase his vehicle allocation to five.

allocation to five.

Mr. T. H. Campbell Wardlaw told the Commissioners that his client had taken over an old-established business last December. Since last January he had operated a considerable number of evening excursions to theatres and cinemas and found there was a great demand locally for such an amenity. The proposal was to link up the three villages of Lazenby, Eston and Ormesby.

Mr. Hardwick told the Commissioners that he had been operating to full capacity and was having to turn people away on the many occasions when he was fully booked. Because of his licence conditions, people were being greatly inconvenienced and had to find their own way to his authorized picking-up points.

Asked about his application to increase the vehicle allocation to five, Mr. Hardwick said that his aim was to give a good service with comfortable coaches, and if he could make them convenient he was sure that people would far rather travel in them than by car.

Objections were made by two other operators and British Railways. Mr. J. L. R. Croft, for United Automobile

Services, Ltd., who had earlier withdrawn their objection to the extra picking-up points, said that there was a strong objection to the increase in vehicle allowance, because no evidence had been produced of an increase in traffic. Mr. J. Wilson, for Bee-Line Roadways (Teesside), Ltd., submitted that the application was premature and that Mr. Hardwick was trying to rush things.

Giving the decision of the Commissioners, Mr. J. A. T. Hanlon, the chairman, said that the theatre in this country needed all possible support. They therefore granted permission to run an extra vehicle to Newcastle for theatre entertainment "in its broadest sense." The extra picking-up points would be granted, but he could not accede to an increase in vehicle allocation.

IMPROVE TOWN ROADS FIRST— R.J.A.

"PRIORITY should be given forthwith to improvements in built-up areas," says the 72nd annual report of the Roads Improvement Association, to be presented at the annual meeting in London on June 4.

The Association point out that the great bulk of road-vehicle mileage is travelled in towns, where 80 per cent, of the people live and 75 per cent, of all road casualties occur. The elimination of dangerous corners, junctions and obstructions, the opening out of bottlenecks, the development of radial roads, and the provision of more off-street parking places are urged.

The report mentions the conference of the Permanent International Association of Road Congresses to be held in Rio de

Janeiro in September.



The latest Merton loading shovel is a forward-control outfit which affords the driver good visibility, as may be judged from this illustration. It is known as the Front-loader 59 and is based on a Fordson tractor unit. Payload is 2,800 lb.

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Higher Standards in **Cold Transport**

RODUCERS of frozen foods are insisting upon higher standards in the transport of their goods. Consequently, there is today a greater demand for refrigerated vehicles, instead of insulated types, with or without eutectic hold-over plates or dry-ice boxes. This is the experience of Mann Egerton and Co., Ltd., Norwich, who two years ago decided to specialize in this field.

Mann Egerton, who have been refrig-eration engineers for over 30 years, decided to evolve a range of bodies which could be built in quantity to meet the majority of needs. A questionnaire was sent to members of the National Association of Wholesale Distributors of Frozen Foods requesting details as to load temperatures, journey lengths, duration and number of stops and other factors relative to the carriage of different goods. From these data the company were able to plan standard types of body for vehicles ranging from the Thames 7-cwt. van to a 12-ton semi-trailer with 25-ft. platform length.

Manufacture of bodies to meet customers' individual requirements continued but as many standard as custom-built bodies have been supplied, the total of beth kinds being about 250 during the past two years. The most popular model of standard body has been that based on the B.M.C. 30-cwt. chassis and offering 200 cu. ft. capacity, but lately the Austin 3-ton normal-control outfit has been in higher demand.

Production of 850-cu.-ft. containers, measuring 18 ft. long, is now running at the rate of 30 a year. These are selected mainly by hauliers, whereas C-licensees nearly always choose fixed bodywork.

Standard refrigerated bodies have frames of wood (makori), which naturally

Mann Egerton's Quantity Production of Refrigerated Bodywork Caters for Many Chassis

Spaces between the timber members of a body frame being filled with expanded polystyrene insulation medium, which has been found easier to handle than fibrous materials.

Construction of bodywork to standard designs enables the company to use trolleys, although bodies are built directly on to customers' chassis if these are available. Flow production allows quick delivery to be effected, as is often appreciated by hauliers who gain contracts to carry cold goods.

has a low K factor. Light-alloy framing is built only to special order: this involves fabricating an inner and an outer frame joined by sections of Jabroc.

Spaces in an assembled frame are filled with expanded polystyrene insulating medium. This is light and easier to handle than fibrous insulants, although these and other materials can be supplied. The timber, insulant and cladding are treated with Coldset 183 bitumen-based vapoursealing preparation. The standard thickness of insulant is 4 in., although this may be greater if required.

The company normally install Kelvinator refrigeration plant. Drive by an auxiliary engine, rather than a power take-off, is recommended. It is thought that for low-temperature application a power take-off would be excessively large and that it could not, in any case, operate while the vehicle was stationary, which

(Below) A typical standard body of 200 cu. ft. based on a Thames 15-cwt. chassis. The

insulation medium is 4 in. thick.

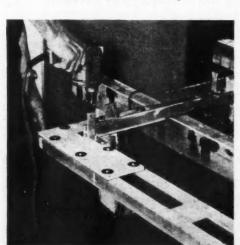
Note sealing strips on rear door.

is the time (assuming that the doors are open) that its use is often most wanted. American experience endorsed the use of auxiliary engines.

The system entailing the use of eutectic hold-over plates is being superseded chiefly because of their weight. Of the two more "dynamic" means for refrigeration, the forced-draught system has, in Mann Egerton's experience, grown in demand at the expense of hold-over plates and is now equally popular with the evaporator-plate layout.

Evaporator plates seemed largely to be chosen by operators of ice-cream vehicles. The panels are arranged horizontally in the roof and upright in the body, sometimes crosswise. This might impede loading were it not tha side, as well as rear, body apertures are provided. For the frozen-food van, which normally has only a rear aperture, the forceddraught system, which offers quick recuperation of temperature, is favoured.

Some vehicles are provided with a chamber at the rear which serves as an air lock. The driver enters it and closes the door before bringing out goods from the central compartment, the door of which he closes before alighting.



(Above) When metal-framed bodies are required, the inner and outer fabrications are joined by Jabroc material. This workpiece is being drilled for riveting.





Mr. M. J. Baker (left), of the Power Petroleum Co., Ltd., puts a point to Mr. J. Spencer Wills, deputy chairman and managing director of the B.E.T. group.



Better and brighter bodies may have been in the minds of Mr. H. R. Lane, of Pinchin, Johnson and Co., Ltd., and Mr. C. E. Rix, of H. V. Burlingham, Ltd.



Mr. T. Lloyd and Mr. J. W. Morley represented the Lancashire United Transport Co., Ltd. Mr. Lloyd is the company's traffic manager and Mr. Morley the secretary.

P.T.A. Conference

Too Many Different

POINTS put forward by Mr. A. J. White, general manager of Maidstone and District Motor Services, Ltd., in a paper to the annual conference of the Public Transport Association at Folkestone last week stimulated discussion which ranged over a number of subjects with which he did not directly deal. As reported in *The Commercial Motor* dated May 15, Mr. White advocated the use of multi-purpose crush-loaders, the introduction of electronic computers and the simplification of vehicle design.

Ald. J. H. Whitaker, Todmorden Joint Omnibus Committee, said that electronic computers could do almost anything except decide for themselves. He thought that statistics had served their purpose and were becoming unnecessary.

Mr. John Birch, Birch Bros., Ltd., wondered whether company bus operators were doing enough to promote the use of their services. He wanted a national campaign to make buses popular. The attitude of the public was largely influenced by newspaper reports of inquiries held before the Traffic Commissioners. These often created the idea that operators were exploiting the public.

Mr. G. A. Cherry (Birkenhead) asked whether computers could beat men in the preparation of schedules. This work was not particularly difficult. It did, however, involve the consideration of all kinds of agreement with trade unions and such matters as meal breaks. Saving on stopping time was most important on, for example, half-hour runs with perhaps 35 stops and two-minute lay-overs. A few seconds lost at each might make a service uneconomic.

Mr. Ben England, general manager of Nottingham Transport Department, said that his corporation had used mechanical accounting equipment for 15 years. Mr. G. Baird, Girling, Ltd., and Mr. G. H. F. Parkes, Small and Parkes, Ltd. (right), overcome heat problems.

Now, however, it was wearing out and the city was going ahead with much new equipment including electronic multipliers. In the meantime, the transport department would have to hire the machines that it required.

Many operators did not know enough about their own vehicles and should ride in them more often. This suggestion was made by Mr. S. C. Vince, of the B.E.T. group. He thought that money could often be saved in maintenance by "leaving well alone" and not spending it by unnecessary overhauls. The condition of vehicles could largely be assessed by records and inspection.

Lip service was, he said, being paid to the possibilities of plastics. It was best to use this material in single large pieces and not split it up into panels. Plastics parts could often effectively be repaired in situ without the need for removal.

Mr. N. H. Dean, general manager of the Yorkshire Traction Co., Ltd., stated that low bridges were the cause of many obstacles in his area. Secondary roads in Yorkshire were in bad condition. He had to run a large proportion of single-



deckers, but he thought that 38-seaters with standing passengers were an attractive proposition for dual-purpose work.

The bus problem should be tackled by a joint committee of the P.T.A. and the Municipal Passenger Transport Association, suggested Ald. S. I. Dyson, chairman of Sheffield Joint Omnibus Committee. He could see nothing against raising the speed limit for buses, and wondered why municipal undertakings such as his could not run vehicles to the coast. A problem would be presented to municipal operators by demands from their staffs for a rising standard of living.

Ald. Dyson suggested that the representatives of vehicle makers were afraid to come to the rostrum as they did not wish to offend their friends. Manufacturers should design more standardized types of vehicle. The future lay in greater comfort, the fitting of heaters and enclosure by doors. Operators must not always look to a reduction of fuel tax to solve their problems.

Thus challenged, Mr. D. G. Stokes, of



(Left) Ald. S. I. Dyson, of Sheffield Joint Omnibus Committee, Mr. T. Robert Williams, chairman of the P.T.A., and Mr. R. C. Moore, general manager of the Sheffield municipal undertaking. (Right) Ald. J. H. Whitaker, of Todmorden Joint Omnibus Committee, Ald. J. F. E. H. S. Scarr, Rochdale Transport Committee, and Mr. Ronald Cox, general manager at Rochdale. Ald. Whitaker thought that statistics had served their purpose.



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Mr. R. F. Thompson, of the Bell Punch Co., Ltd., and Mr. C. T. Humpidge, general manager of Bradford Transport Department, considered fares collection.



Leading carriage purveyors Mr. D. G. Stokes, of Leyland Motors, Ltd., and Mr. E. H. Rundle, of A.E.C., Ltd., seemed content with business prospects.

Designs of Vehicle

Calls from an Operator and a Manufacturer for Greater Standardization in Bus Design: Press Should Be Told of Fares Increases

Leyland Motors, Ltd., said that his company were interested in suggestions for new designs and improved maintenance. Operators and makers should get together. Leyland had to contend with 42 different designs of double-decker, which was entirely wrong for a small country like Britain.

Makers were doing their best but operators could help them by not continuing to ask for old designs when new ones were introduced. Standard vehicles could be both cheaper and better. Whereas Mr. Vince believed that the stress members of a bus body should be inside, Mr. Stokes said that some foreign bodybuilders often put them on the exterior and the appearance was not poor and maintenance was reduced.

Little help was given by the Government for the improvement of roads other than main highways, complained Ald. L. Chaffey, chairman of Birmingham Transport Committee. Birmingham ratepayers were to pay half of the cost of the 13 radial roads and the ring road in the city although these were just as important as trunk routes.

Replying to the discussion, Mr. White advised that when operators proposed to alter their fares schedules they should explain them to the Press. Often there was a great deal of misconception about a company's application, and sometimes people gave up travelling in buses long before tickets were actually put up.

Double-deckers' Future

THE paper by Mr. F. H. Clayton (summarized last week) attracted 14 speakers. Mr. E. L. Taylor, B.E.T., disagreed with the suggestion that increasing congestion was caused by buses. There was little change in their

number in 10 years and the car was responsible, with 1½ persons as against possibly 70. Regarding no smoking in lower saloons, this would be approved by a vociferous minority. The important point was to use common sense.

Training schemes should be encouraged, said Mr. D. G. Stokes. Leyland Motors, Ltd. His company had supplied many engineers to bus operators, and he would like to see trainee exchanges, but only with men of high calibre. Leylands had designed a bus with a staircase near the front entrance on the near side, but passengers could easily fall, and the company preferred a circular type. Loading and unloading were quicker with the entrance in front of the forward wheels.

Unit construction was preferred, but whilst engines might last 300,000 miles without overhaul, there was some difficulty with clutches. He asked whether operators would pay £200 or more for split axles.

Higher Frequency

The suggestion of using a 95-seater all day when a 40-seater would often do disturbed Mr. G. H. Pulfrey, Hull Transport Department. He agreed as to the need for big vehicles in thickly populated places, and thought that one-man operation was often better and could give higher frequency. Platform doors paid for themselves in reducing accidents.

Mr. S. C. Vince, B.E.T., was interested in the large double-decker, but the stumbling block might be tyres. He wanted smaller tyres of bigger capacity, especially for independent front suspension, and thought a flat engine at the rear might prove inaccessible. Jig-built bodies would be ideal, but they often deformed in practice. Maintaining an 8-ft. body should cost no more than one of 7 ft. 6 in.

Speaking on brakes, Mr. F. G. Parnell, Automotive Products Co., Ltd., said no one could be entirely satisfied with them—fuel was used to obtain energy, which the brakes had to destroy. A quick stop at 18 ft. per sec. with a 12-ton bus at 30 m.p.h. meant absorbing 1.200 h.p.

Exhaust brakes were not suitable for

city work; electric types were effective, but heavy and costly. Water brakes were large; gearing could halve their size, but was expensive. Trolleybuses mostly braked on their motors. Clutch trouble in unit construction might be lessened by using twin plates. He thought that great comfort was less important than smaller vehicles giving increased frequency. Passengers objected to waiting in the cold.

Standardization in bodies would help, thought Mr. H. A. Cook, Weymanns, Ltd., but a bodybuilder might deal with 80-100 types of chassis, each with perhaps three different bodies, representing some 300 designs. Mr. Vince had claimed that bodies deformed, but this was a matter of suspension. They would not fail in this respect if the suspension were good.

Mr. R. Fryars, A.E.C., Ltd., considered that the double-decker could be replaced by single-deckers holding 90 seated and standing passengers. Few overseas countries used the former, and we must encourage the exports they wanted.

Wheels must wrap around brake drums, which cannot be reduced in size, but disc brakes in a different position might help, said Mr. W. A. Moens, Dunlop Rubber Co., Ltd. This would permit smaller wheels and lower wheelarches. Tyres were now carrying greater loads at higher speeds.

Union Demands

The £500,000 which the author said might be saved by reducing vehicles, had not taken account of possible union demands, said Mr. G. H. Cherry, Birkenhead Transport Department. Mr. A. A. Jackson, Bolton Transport Department, had observed a tendency to take advantage of the longer permissible length for two axles. Drivers and conductors liked them. All passengers were seated, and it was easy to collect fares. He tried to encourage use of the upper deck and had fitted translucent roofs.

Should the entrance be before or behind the front axle, asked Mr. R. Edgley Cox, Walsall Transport Department. With it behind, loading times were attractive, and a wide platform and entrance were possible.

Mr. A. S. Woodgates, Southdown Motor Services, Ltd., did not agree with sealing-off upper decks, but liked the big double-decker, as he had a summer peak. He would like double-deckers as one-man vehicles for off-peak times. The seating in a double-decker should be no more than 65, said Mr. T. P. O'Donnell, Ashton-under-Lyne Transport Department. This was most economic in running costs, fares and loading.

Replying, the author said that similar life for all units should be aimed at. He could not see cars being reduced; therefore it was better to have larger vehicles than many small. Exhaust brakes were noisy, and if silenced, lost efficiency. He wanted rationalization in screens, windows, ventilators, and so on. Experiments with a 35-ft. vehicle showed it to be surprisingly easy to manœuvre. He believed that wheel size could be reduced to 15-in. diameter, which would lower the wheelarch by 5 in.—not half this, as had been suggested.

New Equipment and Publications

Folding Truck

K NOWN as the Flattie, a stillage truck with a handle that can be folded down to the floor has been produced by Eccles (Birmingham), Ltd., Redditch, Worcs. Although it can be used in any

The Turner vehicle winch has a capacity

of 5,000 lb

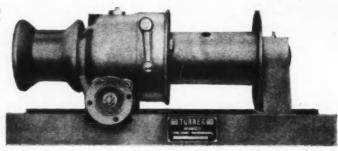
normal manner, it is particularly intended for the loading and unloading of stillages on lorries.

A stillage may be drawn from the middle or end of the platform for unloading by a fork-lift truck, and the Flattie is then folded and pushed forward under the stillage, to be out of the way of the forks.

The lowered height is 6 in. and a model with a lowered height of 31 in. is projected. The platform is 1 ft. 8 in. wide and may be either 2 ft. 6 in. or 3 ft. long at respective prices of £60 and £63. Capacity is 15-20 cwt. The hydraulic-pump lever can be pedal-operated or by hand when the truck is on the lorry platform.

5,000 lb. Winch

WINCH with a capacity of 5,000 lb. A winch with a capacity of suitable for installation on vehicles has been introduced by the Turner Manufacturing Co., Ltd., Villiers Street, Wolverhampton. It is available in capstan, horizontal or vertical form. The



requirements, problems presented by diester-based lubricants, high operating temperatures and joint faces of small sealing land width. There are four different grades varying from light to stiff.

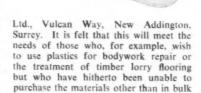
Cheaper Mixes

THREE epoxide-resin hardeners intro-duced by Bakelite, Ltd., 12-18 Grosvenor Gardens, London, S.W.1, are stated to allow cheaper resin-hardener mixes to be made. The company have issued an information sheet giving details of the hardeners.

Laminate Materials

SMALL quantities of the materials required for making glass-fibrereinforced resin laminates are now being marketed by Douglas Holt (Est. 1919),

The pivoted handle of the Eccles Flattie pallet truck enables it to be pushed clear underneath stillages for the entry of lifting forks.



enclosed to keep out dirt. Protecting Chassis

diameter wire rope.

THE Andrew Maxwell Division of the Liverpool Borax Co., Ltd., St. Paul's Square, Liverpool, are offering their Semi Mastic E preparation for the undersealing of vehicles. This is made of bitumen reinforced with asbestos, and may be applied by brush or spray to provide a waterproof and anti-corrosive seal.

capstan and vertical variants are suitable

for mounting at the front of a vehicle and can be driven from the engine. The

worm reduction is 30:1. The horizontal

winch has a capacity of 150 ft. of \(\frac{1}{8} \)-in. diameter wire rope. The clutch is

Jointing Compound

UNIVERSAL jointing compound A known as Hylomar SQ 32, developed by Rolls-Royce, Ltd., for use on aero engines, is being marketed by Marston Lubricants, Ltd., Rock Ferry Oil Works, Birkenhead, for vehicle applications. Marston Lubricants have been granted the sole manufacturing and distribution rights. Hylomar was compounded to be able to meet, in addition to normal B14

Battery for Dodge

amounts.

HAVING a capacity of 85 amp.-hr. at the 20-hr. rate, a Silver Exide 12v. battery is now being supplied by Chloride Batteries, Ltd., Clifton Junction, Manchester, as initial equipment for Dodge chassis fitted with Leyland engines. weighs 70 lb. filled and costs £14 5s. 6d. uncharged.

Industrial Films

CONTAINING the titles of 612 16-mm. films and 52 filmstrips, "Films for Industry" is a catalogue issued by the Central Office of Information, Hercules Road, Westminster Bridge Road. London, S.E.1. No films are listed under any heading for transport: most are con-

cerned with engineering, technology and works management, but there are undoubtedly many titles which will appeal to those concerned with the manufacture and maintenance of transport equipment. Those concerning workshop practice and metal fabrication are examples.

Storing Liquids

ALTHOUGH not recommended for petrol, the Handycan 1-gal. container is useful for the storage of various liquids. White models are sold for water and yellow for any other liquid. The Handycan is made of Rigidex polythene by Lacrinoid Products, Ltd., Stafford Avenue, Gidea Park, Essex, and costs 17s. 9d. retail. The spout fits into the handle when not in use.

Greater Span

As well as decreasing the pitch of the roof to 15°, Messrs. Hewitt's, Cranleigh, Surrey, have increased the clear, unsupported span of the concrete roof beams of their prefabricated buildings to up to 70 ft. Height to the eaves may be up to 20 ft. Bays between uprights can be filled with pre-cast concrete blocks and insulated roofs may be supplied.

Heat Resistant

COATING which is stated to be able A coating which is stated to up to 1,000° F. has been added to the range of rustproof and corrosion-resistant preparations made by the Metalife Group of Companies, Harrogate, Yorks. Known as Metalife liquid metal 1000, the product is recommended for exhaust tubes and



Priced at 17s. 9d. retail, the Handycan 1-gal. container is made of polythene.

Bird'

May

Some a me branch Fearing through Lt.-C for his somewh a batta Prestaty visiting training party in open v major. caught

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Bird's Eye View

SOME coach drivers in the Midlands were holding a meeting to discuss the formation of a trade-union branch when they heard their employer approaching. Fearing his displeasure, they are alleged to have fled through a back door, jumped over a wall and hid.

Lt.-Col. R. P. A. Helps, who will be remembered for his long association with Tyresoles, may recall a somewhat similar incident when he was commanding a battalion of the Second Signals Training Centre at Prestatyn during the war. He was conducting a visiting general on a tour of the potential officers' training wing when they surprised an illicit bridge party in a hut. Dummy hurled himself through an open window, to be apprehended by the sergeant-major, who doubled round the back. The other three were

caught red-handed.

Spice of Life

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VARIETY was certainly an ingredient of the removers' conference at Eastbourne last week. First, the use of models was considered and then an insurance director gave a recipe for restful sleep. The effect of marriages and births on the prosperity of the removal industry next arose. papers dealt with the future trend in body design.

This element of continuity, whether by accident or design, seemed not unappropriate to the affairs of the old-established National Association of Furniture Warehousemen and

Removers.

Tanker by Post

MR. A. R. E. CALCOTT, manager of the transport section of the Mobil Oil Co., Ltd., recently took delivery of a vehicle for the first time by post. It was a delightful 7½-in. Corgi model of a Bedford articulated 2,400-gal. tanker, as used by Mobil for petrol deliveries. The manufacturers, Playeraft Toys, Ltd., are to be complimented on producing it to retail at 9s. 6d.

This particular tanker was chosen for modelling in preference to any other because it is a standard design used internationally by the operators. This is a point that Playcraft Toys have to watch carefully, because Corgi models are sold all over the world, notably in America. The makers can always tell

By The Hawk

By tradition, at the annual supper of the Midland "Red" 25 Club, Mr. D. M. Sinclair, general manager of the Birmingham and Midland Motor Omnibus
Co., Ltd., is handed a
bottle of "good spirits"
tied with a ribbon of his own tartan. Altogether 1,555 employees have completed upwards of 25 years service and are eligible for membership of the club.



whether a particular make of British vehicle is doing well overseas by the demand for models of it.

Other fascinating Corgi novelties are a forward-control Jeep and an E.R.F. tipper. I can play with them for hours.

Otherwise Engaged

HEAR that some of the Road Haulage Association's national committees are temporarily to lose the services of two of their most active members-Mr. James Barrie and Mr. R. A. Butt. They are standing down for a while because of other heavy commitments.

I hope Mr. Butt will manage to attend the Association's conference this year, because his common-sense speeches always

enliven and edify the proceedings.

On and Off

USMANSHIP is the art of boarding and alighting from a Bush and it is being practised in the physiotherapy department of Whiston Hospital, Prestcot. A disused double-decker has been given to the hospital by Widnes Corporation for patients to regain confidence in using public transport after spells of illness. Its registration number is 412 TRY and the destination board reads, "Recovery via Effort."

Hop, Skip

IT is interesting to reflect that the man whose job it will be, from July 1, to inspire Londoners to "hop on a bus" is the author of a book entitled "Tramping Around London"— Mr. A. B. B. Valentine.

Motorways Demand Powerful Snow Ploughs

A LIGHT snowfall of only 1 in. will result in approximately 360 tons of snow being deposited on a mile of threedual-carriage motorway. illustrates the importance that will have to be placed on the provision of powerful specialized vehicles for fast snow clearance on British motorways.

This fact is brought out in a pamphlet by Mr. W. E. Weisflog which deals with snow-clearing equipment manufactured by the Rolba Co., Ltd., Zurich, Switzerland, applicable to British motorway conditions.

He points out that on a 36-ft.-wide motor road carriageway, snow could be cleared efficiently only by either three ploughs with 12-ft. 6-in. wide blades or four machines with 9-ft. 6-in.-wide blades, operated in echelon. Some of the ploughs would need reversible blades, so that the snow could be pushed to each side of the lane.

Three Peitl 9-ft. 6-in.-wide non-

reversible ploughs were purchased by Northumberland County Council in 1956 and a 9-ft. 2-in.-wide reversible plough of the same make has been bought by the West Riding. In each case ex-W.D. American Mack lorries are used. This type of plough has sprung hardened-steel knives arranged to slide back into slots when meeting small obstacles such as

Rotary snow ploughs were designed for clearing drifted snow and for removing banks heaped up by the snow ploughs at the sides of the carriageways. Dr. Egr. E. Bucker's Milling-Centrifuge system had worked successfully during the past four winters under difficult British conditions and a large rotary snow plough incorporating Dr. Bucker's system had been developed.

It consisted of an 8-ft. 4-in./11-ft. 6-in.wide rotary plough attachment based on a special normal-control four-wheel-drive vehicle built by All Wheel Drive, Ltd., Camberley, Surrey, the plough being driven by a Dorman 6KVF 190 b.h.p. oil engine. Snow-clearing capacity claimed to be approximately 1,500 tons per hour.

A slightly smaller version of the Bucker rotary plough had been applied to a Douglas Pathfinder four-wheel-drive chassis (The Commercial Motor, April 10). It had a capacity of 750-800

tons per hour.

With regard to the number of snow ploughs required for the motorways, ratios of one plough to every four miles and one plough to every seven miles had been mentioned. One plough per four miles would appear to be sufficient for most of the country, although in the industrial areas in the north of England more might be required. With one side plough travelling at an average ploughing speed of 32 m.p.h. it would take an hour to keep four miles of motorway clear.



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"Continent Isolated"—No Linger

THE Continentals have rather different ideas about vehicle construction from we British, and an early problem facing those who pioneered cross-Channel haulage services was the provision of vehicles which, although of the type considered satisfactory here, did not meet with approval on the other side of the water. These operators, and those who supply their equipment, have learnt much in developing what might be called "universal" vehicles capable of meeting the regulations imposed by various countries and able to run anywhere.

A result of their endeavours has been to forge a spearhead by which vehicle manufacturers can penetrate Continental markets. A fund of knowledge has been built up from which makers interested in extending their sales in Europe can draw. In this context one talks mainly with semi-trailers in mind, for most of the ferry traffic is handled by articulated outfits.

Semi-trailers Preferred

Ferry charges are based upon square footage of deck space covered by the vehicle: thus the semi-trailer is eminently preferable, because all the space paid for at 5s, a square foot is superimposed by payload. When rigid vehicles are employed it is usually because the driver is required to fulfil some function in the delivery of the load. In such a case the dispatch of a rigid vehicle avoids the need to hire a tractor on the other side. Traffic requiring to be accompanied by a driver is mainly that handled under C licence, but it is only a small part of the tonnage now flowing backwards and forwards between Britain and the Continent.

It is probably true that the initiative in developing roadsea services to the Continent was taken by the British rather than by the Continentals, which is contrary to the time-honoured image of British isolation from the rest of Europe. (Remember the joke about the headline in an evening newspaper—"Fog in Channel: Continent Isolated"?). The reason may have been pure chance, in that Continental vehicles built to the maximum regulation width of 2.5 metres (8 ft. $2\frac{1}{2}$ in.) are too wide for British acceptance.

Nearly all the semi-trailers used on the services are of British make: the Dutch and the Belgians have specially B16

manufactured some, but it is, perhaps, not difficult to imagine what they thought about having to do so. There may be a source of potential discontent by the Continentals if, for the sake of a mere $2\frac{1}{2}$ in., their vehicles cannot be allowed into this country, at least not without a lot of rigmarole about authorization of special types.

From the point of view of the British Ministry of Transport, of course, to allow vehicles of this width into Britain would establish a precedent, but quite a fillip to the growth of road-sea facilities might be gained by a relaxation in this respect. There is no great reason to think that British trailer makers would lose much business as a result, and certainly more tractors would be required.

This matter of width is really one of standardization. In the early stages British operators had to devise vehicles which met Continental standards, particularly concerning braking. In general, on the Continent, a certain braking

area is required for a certain weight, and it is no secret now that one or two of the earliest British semi-trailers dispatched across the sea did not exactly come up to requirements in this respect. Nowadays the brakes are big, and the twin-line airpressure system is usual, although some vehicles have vacuum lines. Break-away brakes are necessary on both semi-trailers and independent trailers.

Then couplings had to be standardized, and the S.A.E.

pin type was chosen. Lighting also needed suitable attention. Quick-release couplings of the latest heavy type would not save much time, as there are procedures at the ports which allow adequate time for hitching and unhitching in the ordinary way.

Once suitable equipment was found the growth in the traffic astonished even the most optimistic. One operator who started with two semi-trailers two years ago now has 48 shifting goods at the rate of 6,000 tons a year.



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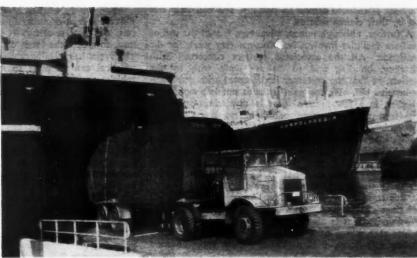
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year.

This sequence of pic-tures illustrates the stages through which a load for Italy passed. (Extreme left) An Atkinson tractor of Continental Ferry Trailers, Ltd., has brought it on a York semi-trailer to Tilbury, and a Leyland tractor of the Regent Steve-doring Co., Ltd., is being connected. (Left) oeing connected. (Left)
The Leyland backs the
semi-trailer into the
hold of the m.v.
"Bardic Ferry."
(Right) At Antwerp,
the York is brought
out by an International
tractor of the Imperial
Standarding Co. Stevedoring Co.



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(Above) The load, being in the hands of the West-Friesland group once in Belgium, is being transferred to a Netam semi-trailer of the Customs-sealed type for a clear run across several frontiers.

A recapitulation of the advantages of road-sea transport will explain this. Probably the most important is speed. Transit to most towns, apart from those in the immediate neighbourhood of major airports, is faster than by air.

Broadly, a consignment to the near Continent will take two days, and farther afield-to Switzerland, for example-four days. On the long haul to Italy, however, there is some competition against a fast rail service. Otherwise, the road-sea services, which can nearly always beat the air lines, can hold their own against the railways. One likes to think of the difference a Channel tunnel would make, or maybe, more realistically, of the big hoverplanes which are envisaged.

The elimination of packaging is another great attraction, especially for consignors of machinery, for whom this factor is possibly more important than speed. A crate for a machine 30 ft. long, 5 ft. high and 6 ft. wide could cost £400-much more than the cost of delivery.

A consignment of 34 loads taken from the north of England to the Low Countries by road-sea saved the company concerned some £16,000 compared with rail transit. Indeed, it was a temptation for one operator to say to a customer: "We'll carry your stuff for nothing: just you pay us what you save in packaging." Operators also say that the incidence of damage and pilfering by

(Left) Albert Verburgh has been driving all over Europe for West-Friesland for 14 years. Boat connections with the Continent enable British operators to avail themselves of the experience of men of his kind.

(Right) Continental Ferry Trailers are agents for the delivery of Whitbread's beer to Brussels. A West-Friesland Scania-Vabis has brought this tank semi-trailer to the Whitbread bottling plant in the Belgian capital, where it is seen being unloaded.

frogress Report on the Use of the y Services Which Link British and Odinental Road Transport Systems to Mutual Advantage

By Alan Smith, F.R.S.A.



road-sea is reduced almost to nothing, and can bear this out by their claims records.

A further, although minor, advantage is that the use of road-sea facilities involves less documentary work for the consignor. All the associated matters concerned with wharfing, bonding and so on are dealt with by the carriers, so that the customer is presented with one comprehensive bill. Having paid it, he is not left wondering whether, in a few months' time, a mysterious statement will turn up from some odd spot on the Continent concerning a charge for frontier inspection.

It is interesting to analyse a charge that may be made for a movement. Let us take a 15-ton load from the north of England for Western Germany, sailing via Tilbury. First, the load has to be brought to Tilbury, involving the use of a suitable vehicle for a day—£45. At this stage the Port of London Authority impose their wharfage charges and dock dues—perhaps £19. The sea crossing itself adds another £52, and the reception procedure at Antwerp costs £20, the final road haulage stage costing £50—total, £186. For a longer run, the road haulage element would be greater—perhaps £120 for a journey from Antwerp to Italy plus frontier charges.

However well the total might compare with the cost by other means for transport, one instinctively looks at a price and wonders how it can be reduced. Much as they might wish to lower prices, there is not much the operators who offer this service can do, as they have direct control over only a part of the total cost. Of the £186 for the movement taken as an example, for instance, only about half is on account of road haulage.

Any reduction would seem to lie mainly in the ferry charges and, although nobody has complained that these are too high, some people wonder why the rate on the Dover-Calais trip should be the same as on the much longer Tilbury-Antwerp route. The reason is, obviously, protection.

Another circumstance which at first examination seems illogical is the insistence by stevedoring workers that they should place the semi-trailers on the vessels. In the early days, lorry drivers shunted the semi-trailers on board, unhitched and drove off, likewise doing the job themselves when collecting a load. The stevedores did not approve of this, considering that they were being deprived of work, not apparently understanding that they would not have touched the goods, anyway, if the road-sea service had not been started.

No Delay to Drivers

In practice, however, there are advantages, inasmuch as a haulier can send vehicles to the dock, leave the semi-trailers there and allow the drivers to return at once with the tractors. When the vessel is ready to be loaded, this is done by dock labour and there need be no delay to hauliers' prime movers or drivers.

There is an element of expertise in the stevedores' job. For one thing, the vehicles must be placed so as not to upset the trim of the ship. If there is not a full load, the rear of the deck is used, so that the weight of the vehicles keeps the vessel's screws in the water.

At Tilbury, the work of loading and unloading is done by four drivers, two of whom bring the semi-trailers from their parking places to the quayside, whilst the others place them on the vessel. The men use the stevedoring company's own vehicles, but should these not prove suitable for any semi-trailer, the haulier's tractor is driven by them. With the tractor unhitched, the fronts of the semi-trailers are let down on to trestles, the work of four other men, and seven lashers secure the chassis to the deck with steel chains and tensioners.

After sailing on the M.V. "Bardic Ferry" through a Force 8 gale, it occurred to me how important this lashing was, and how necessary it was for the hauliers, in their turn, to secure the loads on the platforms of the vehicles. The vessel has stabilizers which check the roll, but nothing practical can be done to mitigate pitch. In effect, the vehicles are put through a dynamic tilt test in both widthwise and lengthwise directions lasting, in the case I experienced, for well over an hour.

The stevedores have a light tractor and a bogie for handling consignments on Lancashire flats. The wiring of the vessel provides nine 440v. A.C. sockets for refrigerated vehicles. There are various fire points and the vehicles are placed so as not to obstruct them. Other members of the dock crew are a crane driver (goods may be placed in the hold through a hatch), and the foreman. Up to 60 large vehicles may be carried on the "Bardic Ferry," and the "dockies" can unload and load the vessel in six hours or less.

The cost of their work is covered by the ship owners' price for the use of the ferry. This has been quoted at 5s. per square foot of deck space, but needs amplification. For vehicles weighing over 25 tons and up to 40 tons gross the cost is 6s. and from 40 tons to 65 tons (the limit for the ship's floor) 7s. Empty vehicles—including those carrying empty boxes, pallets and even bottles—are charged at 4s.

Something of a Poser

Dock fees for the use of Tilbury seem excessive to hauliers who may be unaware of the background to them. An imported load is charged at £1 7s. 6d. per ton of gross vehicle weight and an exported load at 15s., whilst unladen vehicles travelling in either direction incur a levy of 5s. per ton. This scale compares with the use of Dover at £1 10s. per vehicle, irrespective of weight. The point is, however, that something of a poser was presented to the Port of London Authority, a non-profit-making organization, when the road-sea service began.

In the normal way, P.L.A. charges are classified so that valuable freight is liable to a heavier charge per ton than low-value goods. Goods travelling by road-sea did not lend themselves easily to such a way of gaining the revenue due to the Authority and so the method of levying a toll per ton of gross vehicle weight, heedless of the nature of the load itself, was devised.

To the haulier who pays, perhaps, £19 and seems to get for it the use of a few hundred yards of dock road for a matter of minutes, the position is. let us say, puzzling, but is more understandable when one views the whole picture of the facilities which the P.L.A. have to provide. Hauliers may be justifiably aggrieved at having to contribute towards the cost of dock facilities of which they make no use.

Close and continual co-operation with Continental associates is essential to British operators working these services. Two-way loading is vital to profitability, and the practical side of running these facilities largely resides in finding traffic to fill vehicles on return journeys. This is made easier than might be thought by the nature of most of the traffic handled—capital goods. People usually know months in advance when a piece of machinery will be ready for transport.

Two-way loading is also desirable in itself as a means for keeping vehicles flowing in steady streams both ways across the sea. If traffic in one direction should exceed the volume in the other, there would be a build-up of semi-trailers at one port and a shortage on the other side.

Operators have been in the field long enough now to be

(Continued on page 481)

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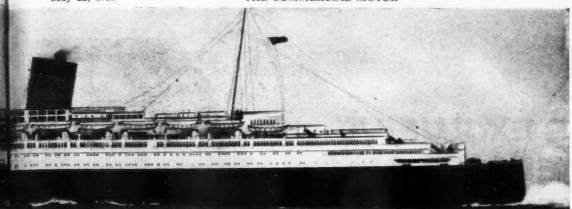
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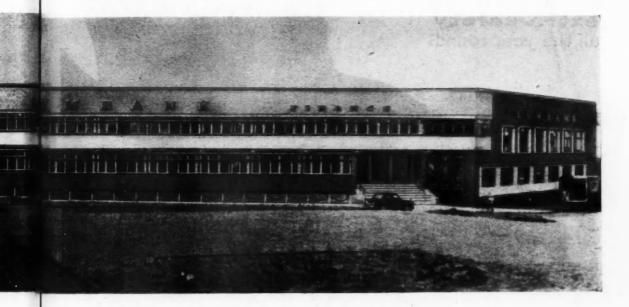
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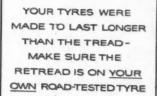
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able to rely almost completely upon their own customer contacts to gain business. Shipping and forwarding agents are only occasionally approached. At present there is no formal arrangement for the payment of commissions to agents, as they enjoy with longer-established services. When agents have traffic to consign, they naturally offer it first to the traditional facilities. If there were a scale of commissions for road-sea consignments, some extra business might come from agents, but so far operators have not felt any pressing need to engender it.

A curious aspect of the traffic side is that loads emanating from the Continent are the prime concern of the British operators, and those travelling from this country are first known about by Continental associates. One would have thought that if a company in Birmingham were making a machine for a customer in Hamburg, it would have been the British operators who would be approached in the first instance.

Buying on Reception Basis

However, the general practice seems to be that companies, on both sides, buy on a reception basis, so that hauliers are nearly always asked not to send a consignment, but to fetch it. Therefore, when the British and Continental hauliers get together for a conference to blend their traffic patterns, which might take place monthly, each has a number of movements from, rather than into, the others' territory. These personal conferences are not the only liaison. Nearly every day there could be an overseas telephone call.

Is there scope for carrying more traffic of a less valuable and special character on the Continental links? Bearing in mind that coal has been taken on the Preston-Larne service, it would seem that the advantages of road transport could be offered to a wider selection of customers other than those in the market for machinery. This

question hinges around comparable costs, and the fact has to be faced that low-rated traffics would be hard to win away from traditional services.

There are two possibilities, one a reduction in boat charges and the other a form of classification for traffic. At the moment these are no more than tentative ideas. There are, of course, many arguments against classification. Put crudely, it is the system of charging what the traffic will bear. Even if this is ethically right, adherence to a classification system complicates charging and tends to limit an operator's room for manœuvre when he competes against another.

More Business With Free Trade

The future pattern of European trade colours the picture. The Common Market is now coming into existence. British participation, either within the framework of a Free Trade Area or otherwise, is not. It is obvious that should our trade with the Continent be liberalized there will be more business for road-sea transport. But the continuation of existing arrangements is not depressing.

In these days of high specialization, no country can offer the best of everything in the way of machinery. For example, in a new factory I visited, the works manager showed me five different machines, each from a different country. From this it appears to follow that an industrialist who wants a new machine will always go to the country which produces the right one.

And if the right machine is more expensive than one indigenously produced, because of a tariff, the extra cost can often be worked off in a short time because of the higher efficiency in use. It is a pleasing thought that the British demand for Continental machinery is equalled by Continental for British, if the balance of traffic on road-sea services is an indication in this respect.

Opinions and Queries

"Do It Yourself" Maintenance

YOUR leading article (May 8) on the provision of maintenance facilities for the smaller operator is timely. The primary consideration is to make repairs speedily, so that the wheels, which earn money, are stopped for the shortest possible time.

Night shifts help. Mobile service vans which call at customers' premises also offer scope for possible development. There would, however, appear to be heavy calls at certain periods during the day, particularly in the evening, and correspondingly long spells of inactivity.

A Southend garage proprietor recently decided to make his service equipment available during the week-ends and evenings for private motorists to do their own maintenance. There is a nominal charge for this facility, and oils and materials are charged extra. A qualified mechanic is available to supervise work. Already there is a long waiting list of customers. I wonder whether this idea will spread.

Southend-on-Sea. TRUNKIE

G.P.O. Mobile Automatic Exchanges

YOUR readers who saw the paragraph about mobile telephone exchanges in the United States under "Passing Comments" in *The Commercial Motor* dated March 27, may be interested to know that they have been used by the British Post Office for many years. The speedy

restoration of service in the event of flood, fire or other disaster is their main function, but they are also used, as a routine measure, to take over service temporarily when a small automatic exchange building has to be replaced by a larger one.

Another common use is to provide telephone service where an urgent staffing problem arises at a small manual exchange (perhaps by the death of a sub-postmaster). The Post Office at present has, distributed throughout the country, over 40 mobile automatic exchange trailers, which can be hauled by any Post Office vehicle capable of handling loads of between 6 and 8 tons. They have a capacity of 100 or 200 lines, according to type.

Circumstances are obviously very different here from in the United States, and we have not used the mobile exchanges to give relief to the order lists. We believe that permanent exchanges are cheaper and very nearly as quick, using the prefabricated wooden buildings that we have developed for smaller automatic exchanges of up to 600 lines. In this country a "new town" usually develops close to an existing town with an exchange which can provide for the essential needs while the existing exchange is being enlarged or a new one built.

St. Martin's-le-Grand, London, E.C.1. T. A. O'BRIEN, Public Relations Officer, General Post Office.

Political Commentary

Complications

N the result of the coming General Election the oracles are ambiguous, but there is no doubt about public opinion on the single issue of nationalization. The opinion polls show a three or four to one majority against any further extension of state ownership. Nationalization is unloved and undesired. It is at the top of nearly everybody's list of items in the Labour Party programme they could well do without.

Encouraged by this, and by the apparent determination of the Labour Party to stick by their full programme, win or lose, the Conservatives and the threatened industries are concentrating on an obviously vulnerable point in their adversary's armour. The steel companies are no longer content merely to tell the public how good they are. They have set to their suffrage a limit just short of the political—not noticeably short, some people might think—by asking for the voice of their supporters, and not specifically the vote. The Institute of Directors, in what they themselves describe as a free-enterprise campaign publication, have followed out one or two hints by Labour Party spokesmen by giving a list of about 600 industrial companies with a capital of more than £2½ m., which are at least in danger of being expropriated under a Socialist administration.

Reaction from the Labour Party is a mixture of nervousness and bravado. There are inspired denials of any threat to the 600 concerns. The only industries that need worry, it is suggested, are steel and long-distance road haulage; their fate has been sealed and proclaimed. Simultaneously, Mr. W. J. Carron, president of the Amalgamated Engineering Union, cautiously put forward the machine-tool industry as "well on the way to be on the list" for public ownership, with the aircraft industry "running second." He hastened to add that acceptance or rejection of nationalization by the public could affect the result of the election, and that this was one of the factors with which the Labour Party must reckon. More and more people, he admitted, were participating in private enterprise, by the creation of unit trusts and the issue of shares to workers, and were therefore interested in the maintenance of the present system.

Shopping List

Hesitancy among even the leaders shows how divided the Socialists are on the subject of nationalization. The hackneyed pledge on steel and road haulage makes no sense at all if there is no intention of going farther, and the larger the shopping list the less likely is the success of the Labour party at the election. No wonder, therefore, that the champions of free enterprise have taken heart. The impression is that more sustained and more effective protests are being made this time than 10 or a dozen years ago, even during the agonizing period when the Socialists were actually in power and were making good their threats.

By this reckoning, the clamour on behalf of hauliers should be very loud indeed. Their opposition and the supporting noises were by far the most vociferous in 1946 and 1947, and the echoes are still reverberating. There are now many voices more strident than that of the haulier. The steel companies notably have almost edged him out of the picture. The reason appears to be not so much that the haulier is doing less shouting than before, although to some extent this may be the case, but that other people are shouting harder, and are beginning to find a more receptive audience.

One contributory factor is that the iron and steel indus-

try have a relatively simple case to explain to a public unwilling to listen patiently to long explanations. It is not difficult to learn that the industry was nationalized by the Socialists, denationalized by the Conservatives, and is now threatened with renationalization. It is true that one large steel company remains under public ownership but this exception does not greatly affect the general picture and can be ignored, just as, when the case was stated for road haulage in 1947, there was no need to explain pedantically that some hauliers would escape.

The issue for the road haulage industry has now become complicated. Only a small part of the industry was nationalized, just over half of that small part was denationalized, and it is not quite certain what will be taken over again. It is possible to grasp what is proposed for iron and steel without knowing anything about the industry; some small knowledge of road transport is needed to understand the meaning of the threat to hauliers.

All the Same

The public are confused. Some think all road haulage was nationalized and has remained so; others think it has all been denationalized. Those people who seldom make use of public goods transport know only the names of British Road Services, Pickfords and Carter Patersons, and seldom realize that they are all in fact the same undertaking.

Unkind remarks are sometimes made about Conservative M.P.s for their ignorance on road transport matters. They cannot be experts on every subject, and one may sympathize a little with them if they shirk the task of mastering a confusing issue on which there is not complete agreement even among the people who ought to know. At least two Conservative M.P.s have recently canvassed one proposal for the completion of the process of denationalization of road haulage, and another proposal that C-licence holders should in certain circumstances be allowed to carry return loads. Presumably there has been some support from within the industry for both proposals, even though there has been much greater opposition.

The Conservative party, as distinct from their representatives in Parliament, have made some attempt to put the case for hauliers. At once a difficulty arises in addition to the problem of obscurity. Whoever praises free enterprise in road transport by implication criticizes B.R.S. and condemns the railways. The Conservative Government, like any other Government, are responsible for these two organizations, and must wish to see them prosper, politics or no politics.

Not for the first time do the hauliers find the railways a stumbling-block in their political path. Just after the war, when the threat from the Socialists was against the whole of the transport industry, road and rail combined in a unified campaign. This was not entirely satisfactory from the hauliers' point of view, in that the public opinion that supported them was much less decided about the railways. Road and rail were roped together, much to the disadvantage of the former. Now that the railways are on the other side of the fence, they can still exercise a harmful influence by compelling the Conservatives to pull their punches. If the Labour party do return to power, and introduce the legislation that is now merely a threat, hauliers may expect to have the slight satisfaction of receiving much more full-blooded support from a Conservative party freed from the cares of office.

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This low-loader was rail-borne for 600 miles during a 1,596-mile Australian journey with a 62-ton load.

N ingenious heavy-duty low-loader has been built by an Australian haulier to overcome transport bottlenecks in under-developed areas. The haulier, Mr. H. J. O'Reagan, whose base is at Sydney, designed the low-loader when he was given the task of moving a 62-ton indivisible load of electrical equipment from Adelaide, South Australia, to Mount Isa, Northern Queensland, a distance of 1,596 miles.

It was obvious from the outset that the load could not be moved by either road or rail alone. A road does go all the way, but the first 600 miles cross Simpson Desert and are impassable for heavy vehicles. However, the second part of the road, from Alice Springs, Central Australia, to Mount Isa is first class.

The railway runs only to Alice Springs, and provides a peculiar difficulty



A Low-loader at Home On Road or Rail



Back on the road the £20,000 low-loader averaged 135 miles a day despite the desert heat.

in that the gauge changes after about a third of the journey. But Mr. O'Reagan was undaunted and set about designing a low-loader which would be equally at home on road and rail and would also run on different width railway bogies.

The 77-ft. low-loader was built in Sydney at a cost of £20,000. It was of the conventional double-gooseneck type and could, in fact, run on three railway gauges—4 ft. $8\frac{1}{2}$ in., 3 ft. 6 in. or 5 ft. 3 in.

On the start of what is thought to be the world's longest heavy haul by land, the outfit left Port Adelaide with its 62-ton generator stator and travelled 210 miles to Port Augusta. There the 64-wheel road bogies—32 wheels at each end—were removed and in under five hours rail bogies 4 ft. 8½ in. wide had replaced them.

This was done by jacking up the frames of the low-loader, as the same turntables at the front and rear could be used for road or rail. The outfit was then coupled to a freight train and hauled to Marree, 223 miles away, where the gauge changed to 3 ft. 6 in. This merely entailed a switch of bogies and

the load carried on to Alice Springs, covering a further 411 miles of the route.

At Alice Springs the jacks were out again, and the outfit became a road vehicle once more for the final 752-mile stage to Mount Isa, which was completed without further complications. In all, the journey took 16½ days.

Travelling by road, one prime mover was usually able to handle the load, but over difficult stretches a pusher vehicle was used, bringing the total length of the outfit up to 130 ft., with an overall weight

of 110 tons. Yet consistently good time was made. Through arid Central Australia the average was 135 miles a day on the road—on one day 170 miles were covered, although the temperature often touched 118 deg.

Despite its size, the low-loader proved remarkably manœuvrable and was capable of turning in a circle of 100 ft. diameter due to the special power steering equipment. Tight corners could thus be managed with comparative ease.

There is no doubt that Mr. O'Reagan's low-loader has gone a long way towards breaking the transport bottleneck which has for years held up the development of Australia's vast north. Until he pioneered the way single items of heavy equipment for movement north had to weigh under 20 tons.

Now, single loads of up to 85 tons can be moved to any centre in the potentially rich but undeveloped north. By using road and rail, journeys of this type can be completed in a few weeks, giving a high capital saving to manufacturers who previously have had to assemble and test their gear on arrival at its destination.

The transport problems that have held up the development of Northern Australia are paralleled in many other countries which lack railways and road services over vast distances. The new low-loader offers an ingenious method of overcoming this problem.

Birfield Industries' First Scholarships

THE first two Birfield Industries, Ltd., university scholarship awards were announced last week. The scholarships, of which up to three will be awarded each year, will offer the holders higher education, training and experience necessary to become a chartered member of one or more of the engineering institutions.

Scholarship holders will receive this training in three stages: a three years' university education at a residential

university reading mechanical engineering, plus a salary of £325-£350; an engineering apprenticeship of two years' duration, plus a salary in the range of £550-£700; a staff appointment within the Birfield Group, which will be acceptable to institutions as a position of responsibility, for two years.

Holders of the two scholarships announced last week are: Mr. A. J. Gray, of Marlborough College and Mr. J. G. Anthony of Plymouth College.

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May

N.A.F.W.R. Conference

Call Rail Loans Honest Subsidy-Mr. Morton Mitchell

TF a subsidy is to be paid to the railways, let the Government be honest enough to call it a subsidy." challenge was made at the annual conference of the National Association of Furniture Warehousemen and Removers at Eastbourne, last week, by Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association.

This will mean subsidized travel for those using the railways, but it will be available to all concerned and will be a recognized Government expenditure so long as any part of the railways is strategically necessary or commercially

desirable," he added.

In no section of transport was reckless rate-cutting more evident than in the desperate attempts by the railways to recover traffic which they could not carry efficiently or economically. The railways were carrying and earning less, yet, under the guise of loans, the country was subsidizing them by an amount equal to nearly five times the sum expended on

highway modernization.

If renationalization came, he warned, there could be no exemptions such as those which applied to removals before. The Socialists' previous scheme was found to be incomplete because 1m. vehicles were left free of restriction. Any new plan would demand State monopoly, and any company not taken over would operate in a strait-jacket or be squeezed out of existence.

Lacking Vitality

In the Socialist Party's booklet "Plan for Progress," it was stated that there were industries which lacked the vitality to respond to the stimulus of competition, or in which competition was the major hindrance to efficiency. of these conditions, said Mr. Mitchell, applied to road haulage, in which rates were keen and an increasing volume of goods was being carried.

Charges made by British Road Services rose by over 25 per cent. during nationalization, and then fell by a similar amount after denationalization. as 80 per cent. of goods vehicles were operated under C licences, hauliers had to work economically if their services

were to be employed.

The R.H.A. had protested against the dangers of too rigid licensing conditions, which might result in an A licence being treated conditionally rather than as a general road haulage permit, as intended

by the 1933 Act.

Dangers anticipated from applying the principles of the Hesketh and Knight cases had not always materialized. The R.H.A. hoped that as a result of appeals to the Transport Tribunal their intentions concerning the exercise of a Licensing Authority's discretion, in the face of justifiable departures from normal user, would then be indicated more clearly.

Despite set-backs, an expansion in international road transport was taking place. Mr. Mitchell said that although British delegations were always welcome at meetings of the International Road Transport Union, he felt that for too many years they had been rather in the rôle of spectators.

Tact and vigour would be needed if British delegates were to take an effective part in international development. This

Conflicting Views About the Industry's Future Put Forward at Eastbourne: Novel Insurance Scheme Described

was why the R.H.A. had invited the Union to hold their next meeting in September in London.

Mr. G. Dodd, of the executive council of N.A.F.W.R., said that he was puzzled by the reluctance of the Association to allow the joint discussion with the R.H.A. of matters of mutual interest. included operating costs, licensing, drivers' hours, selection of traffic and seasonal work. Liaison with the R.H.A. was limited.

The "virtual obliteration" of stately homes and the popularity of inbuilt furniture meant that the removal industry could not anticipate a rise in business. Necessity had become the only reason to justify the high cost of persons' changing house, and this cost admittedly included the price of removal.

There would be a surplus of removal vans, although their owners would be loath to surrender their licences. Their only outlets would be to seek other traffic. Mr. Dodd added that hardly any new furniture warehouses had been built

since the war.

Antique Furniture
Several delegates deprecated Mr. Dodd's forecast. Mr. R. T. Lomath held that high-quality and antique furniture would always be valued and require special transport in spite of downward tendencies in other directions. over, business would be created by the construction of new blocks of offices and flats in future years.

Mr. E. G. Wright felt that there would always be room for the specialist. He doubted the wisdom of mixing loads of furniture with general goods, particularly on return journeys. Mr. D. R. Pearce considered that the future for removers was "very bright indeed," basing his opinion on rising standards of living which would result in more people wishing to live in better homes.

MR. BABB ELECTED

 $T^{
m HE}$ new president of the National Association of Furniture Warehousemen and Removers is Mr. F. F. Babb, of Elys (Wimbledon), Ltd.

Mr. G. E. Pearson (Richard Pool, Ltd.) becomes senior vice-president and Mr. George McIntosh (John McIntosh and Son, Ltd.) junior vicepresident. The honorary treasurer is Mr. G. Evan Cook (Evan Cook's Depositories, Ltd.).

In reply, Mr. Dodd pointed out that the construction of new blocks of flats merely maintained the level of removal business, and that greater prosperity would lead to an increase in the amount of inbuilt furniture, which would be to the detriment of removers.

Meeting Claims for Damage

In the event of a claim, it could be possible for a remover to tell a customer that under the terms of the contract he had signed he was unentitled to any compensation. This, however, did not create goodwill, stated Mr. G. E. J. Young, director, Bray, Gibb and Co., Ltd., official insurance consultants to the N.A.F.W.R.

It was right to cover all property moved or stored against all risks and charge customers for it. In case of loss, adequate money would be available to pay the claim, and instead of a dissatisfied customer would be one who commended the speedy way in which he had been compensated.

Covering Fire Risk

This kind of insurance was not new but had never been popular. He believed that the main problem was that concerning fire risk to furniture in store. Previously, transit policies had not covered fire risk and the work involved in keeping track of and insuring various lots in store was intricate and expensive.

A new scheme he outlined avoided such difficulty. It covered property from the time of collection until delivery, including packing and unpacking, so that there was no break in the continuity of the insur-

One of the big problems with most schemes had been establishing the value of consignments and seeing that insurance, if effected by customers, was adequate. No value except a top figure of £5,000 was given under the new scheme. Anyone with property worth more than £5,000 would, Mr. Young suggested, take the precaution of obtaining extra cover.

Adequate assessment of the value of furniture in warehouses could be arrived at on the assumption that one lot from a private house was worth about £1,000 and would take up some 1,000 cu. ft.

(Continued on page 485.)

BODEN



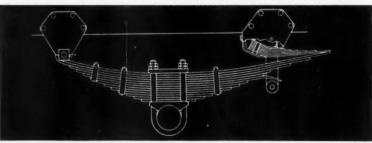
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Four models from 10 to 14 tons capacity are available, and this range will be further extended.



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- -Resists chipping, tearing, cuts. New Multi-Edged Tread Design - Sharp biting edges increase highway skid control,
- provide positive traction. Deep, Wide Shoulder Lugs-Dig in for positive traction off the road. Reduce running temperatures on the road.
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U.S. ROYAL TYRES

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commo spells followe or no period insurer cancell months the po self in he wou his de full ye Assuming a warehouse had a capacity of 30,000 cu. ft., the basic calculation would be £30,000. Doubling this sum to cover unusually expensive lots, together with a possible safety margin, would give a final figure of £75,000.

Premiums under the scheme would normally be payable at £2 10s. per cent. on removal and warehousing charges, including payments to sub-contractors, but excluding inter-branch work and

special risks.

The cancellation clause in the new scheme was important. It provided that immediate notice could be given by an insured, but that three months' notice must be given by underwriters. Should the policy be cancelled by either party, all outstanding liability continued until the natural expiry date, irrespective that the main policy ceased to be in force.

For example, if a policy expired at noon and a vehicle had left its base before that time with a load, it would be covered until it reached its destina-

tion, whenever that might be.

Mr. Charles A. Davis, solicitor to N.A.F.W.R., emphasized that in law a remover was under no obligation to his customer except for negligence. As proof of the absence of negligence, however, was on the remover, in practice it was in his own interests to get his customer to arrange insurance.

He saw no administrative difficulty in the operation of the scheme outlined by Mr. Young, but considered it advisable for customers to know the limitation of the policy and the precise terms.

In practice the burden of notifying the insurers of a possible claim fell largely upon the contractor, because the customer might not always be aware of any damage until a removal had been completed. The contractor's name should

be included in all policies.

Mr. H. F. Marks, retiring president, insisted that it was important to consider principles before details of insurance were discussed. The idea of a simplified insurance scheme arose out of a desire to reduce 28 clauses. It was necessary to avoid under-insurance, but difficult to think of any removers who had actually gone out of business because of it. He considered that it was dangerous to assume that any one load was worth no more than £1,000.

A disturbing feature was that customers might become more "claim conscious." Moreover, if a remover had a bad run of claims his premium would inevitably have to be raised. This would introduce a number of administrative

difficulties.

JRGH

As with vehicle insurance, it was common for operators to experience spells of unusually heavy claims followed by periods during which little or no damage occurred. If during a period of relatively heavy damage, the insurer wished to take advantage of the cancellation clause and give three months' notice of the termination of the policy, the remover would find himself in difficulty in re-insuring, which he would have to effect because many of his depositors would have paid for a full year's cover.

Mr. Marks also felt that many customers would not wish to be told with whom they should insure. Furthermore, the remover was entitled to ask what he himself would gain from the scheme. As he understood it, a remover's profit would be £25 on a turnover of £10,000 a year.

With one or two minor reservations, Mr. F. W. H. Winwood wholeheartedly supported the scheme. Not one customer in a thousand would object to an additional insurance charge, but the suggested commission of $2\frac{1}{2}$ per cent. should be doubled to provide a margin to allow for any raising of premiums as a result of a bad run of claims.

He agreed that fire insurance should be left out of the scheme, because many customers already insured their furniture

against this risk.

Mr. E. G. Wright said that his company had been working the scheme. They had given depositors three months' notice that there would be a 5-per-cent. insurance surcharge, and not one in a hundred objected. He also considered that fire risk should be excluded because it was unfair to take it away from the customer's own insurers.

The scheme was of great advantage when local work was undertaken, because many customers considered it unnecessary to insure on such occasions. In the day-to-day working of the scheme, the insurers had given the company authority to deal with small claims on their own initiative and render a quarterly account simultaneous with premium payments.

Forecasting Future Cost

IN less than 20 years, the cost of a pantechnicon had risen from about £400 to £2,000; what would be the price in five or 10 years? This question was asked by Mr. R. T. Lomath. He justified his purchase of a body built largely of plastics by endorsing Mr. Perkins' remarks about the material's resistance to damage. Furthermore, repainting and varnishing were unnecessary.

Assuming a vehicle life of 12 years, £300-£400 could be saved by buying a plastics-bodied van. Other materials were, however, being tried for their suitability for furniture vehicles. Mr. Lomath considered it remarkable that, except for plastics, there had been no improvement upon wood or light alloy panelling for

many years

Plastics for Panelling

FEARS that plastics van roofs would become brittle because of continuous hardening had proved groundless, said Mr. Alan H. Perkins, of the Wokingham Pantechnicon. Plastics would now become popular for side panelling. Such panels withstood abrasion that disfigured metal-faced plywood.

He discussed where the engine should be in a removal van, and thought that it should remain ahead of or over the front axle. An underfloor engine would mean a high frame level, which was undesirable for removers, whilst a rear engine was obviously unsuitable. Better access to the cab and body could be obtained through doors which were not placed over the front wheels.

The day was over when the 1,000-cu.-ft. van could be considered as the largest. According to a sample analysis, in 1956 97 per cent. of vans weighed up to 3 tons, but in 1958 the percentage was only 40. Vans of 1,000 cu. ft. formed 34 per cent. of the sample in 1956 but only 11 per cent. last year, whilst the proportion of 1,200-cu.-ft. vans rose from 20 per cent. to 44 per cent.

Another interesting trend concerned rear closure. In 1956, doors were fitted to 54 per cent. of vans and canopies to 44 per cent., whilst the respective ratios in 1958 were 82 per cent. and 13 per cent.

Mr. Perkins felt that although frontwheel drive could make lower loading lines attainable, it would be a long time before road gradients were reduced to permit this type of transmission.

Instruction with Models

A FTER considering various methods, including the use of films, the Institute of the Furniture Warehousing and Removing Industry had adopted the idea of quarter-scale models of equipment, said Mr. D. C. Lofts. The cost of the scheme was £400-£500.

Models could be used to teach loading techniques, estimating and the preparation of inventories. Warehousing and export-packing procedure could also be practised, whilst the principles involved in the construction of suitable vehicles could be demonstrated.

Lift Vans or "Artics"?

LIFT-VAN traffic would continue to provide the backbone of overseas removal trade despite the advent of articulation. This was stated by Mr. W. G. Woodbridge when delivering a paper for his brother, Mr. L. O. Woodbridge, to the British Association of Overseas Furniture Removers. The lighter type of tractor coupling was proving unsuitable for Continental work, he said.

A warning was given by Mr. H. Gerson, Pall Mall Deposit and Forwarding Co., Ltd., London, that too great an increase in the use of articulated semi-trailers might eventually reduce the status of a furniture remover to the mere supplier of labour and tractors. At present, the Construction and Use Regulations did not permit general interchange, but if the regulations were adjusted to encourage Continental traffic a difficult situation might arise.

The St. Lawrence Seaway would have as far-reaching an effect on the re-orientation of traffic flows in North America as would the setting up of a free-trade area in Europe. This opinion was given by Mr. B. D. Bernstein, Philadelphia. The seaway could reach 100m. people, and operators in Britain should keep abreast of developments. Even so, the tempo of American life would still demand road transport when traffic was urgent.

May 22

Planning for Profit

A Thames 7-ton van, based on a chassis with a Baico 5-ft. extension, has been built with twin-deck lightalloy bodywork for the domestic appliance division alloy bodywork for the domestic appliance division of the English Electric Co., Ltd. At the rear is a Burtonwood 10-cwt, loader. Four similar vehicles are to be supplied to the company for operation throughout the country. The design was evolved between English Electric's transport department at Liverpool and the Milford Motor Co., Vulcan Street, Liverpool 3 Liverpool, 3.

Can Vehicles Be Borrowed?

If an Employee Wants the Use of His Chief's Pick-up for a Domestic Task, a B Licence May Be Required

THEN an employer lends a vehicle to an employee to perform some domestic task, and requires only a sum to cover running costs, is any breach of the law being perpetrated? This is the substance of an inquiry from a C-licensee, who explains: "We own a 30-cwt. pick-up used to carry spares between various depots, and are often requested by members of our staff for the loan of the vehicle whenever they wish to carry personal belongings or collect materials.

"We make no charge and are not rewarded in any way when we oblige them, except that we ask them to cover the cost of petrol and oil consumed. But are we violating the

1933 Act? "

The brief answer is that the law would be broken if a binding contract could be said to exist between the two parties. The legality of any arrangement is, of course, for the courts alone to decide, and I must qualify my comments with this statement. The size of the financial element is irrelevant to the existence of a contract. If the owner of the vehicle can legally enforce the person allowed the use of it to pay the sum agreed, no matter how large or small it is, a contract is said to exist.

This, naturally, depends upon the circumstances of any case. The information given me is insufficient to determine whether there was any intention to create a binding contract, but I infer that there probably was not. But if there were such an intention, a B licence would be necessary to cover the use of

the vehicle.

READER is preparing a paper on the cost of production A and manufacture over the past decade and requires relevant data concerning increased operating costs of goods

vehicles over the same period.

Taking the petrol-engined 5-tonner averaging 500 miles per week as an example, selected items of cost for the three years 1948, 1953 and 1958 are as follows. Wages were estimated at £5 12s., £6 12s. and £8 18s. 7d. respectively, whilst interest charges per week rose from 6s, 6d, to 11s, 7d, and finally to 13s. 10d. The total for the five items of standing cost were: 1948, £7 6s. 6d.; 1953, £8 12s. 10d.; and 1958, £11 7s. 3d.

Variations in fuel costs per mile for this vehicle were as follows: 1948, 1.92d.; 1953, 3.85d.; and 1958, 4.64d. For the same years, running costs per mile were 5.26d., 8.63d. and 9,94d., making the total operating cost per mile 8.78d., 12.81d. and 15.39d. respectively.

Similarly, for an eight-wheeled rigid oiler averaging 800 miles per week, the total standing costs per week for 1948 amounted to £11 15s., rising to £13 14s. 1d. in 1953 and finally £18 0s. 2d. in 1958. Total operating costs per mile were Total operating costs per mile were correspondingly 12.02d., 18.25d. and 21.79d. Taking the 1948

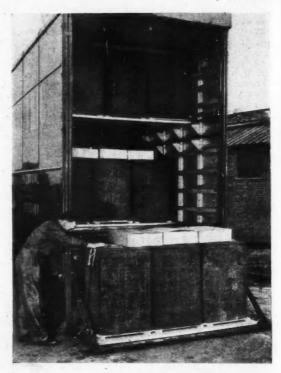


figure as 100 per cent., total costs would have risen to 151.83 per cent. in 1953 and 181.28 per cent. in 1958.

Three of the main items, of course, in the operating expenses of a commercial vehicle are the initial cost, driver's wages and price of fuel. Taking the 5-ton petrol lorry as an example, in 1949 this would have cost about £575. This item increased to £850 in 1951, following the introduction of purchase tax the previous year. Five years later the price was £1,050 and in 1958, £1,125.

Following last month's Budget, the price is now some £990, according to the specification. Similarly with wages in accordance with the then R.H.(34), Grade I areas, the basic pay for a driver of a vehicle with a capacity between 5-8 tons was £5 6s. By the end of 1954, following the second increase in that year, the amount had risen to £6 15s. (R.H. [50]). The current statutory rate is £8 10s., and a recommendation for a 5s. increase is awaiting approval.

The price of commercial petrol in 1949 was about 1s. 94d. per gallon when delivered in bulk. The fuel tax of 9d. per gallon was raised on April 18, 1950, to 1s. 6d. In 1951, the tax was further raised to 1s. 101d. and finally to 2s. 6d. on March 11, 1952, at which amount it has since remained with the exception of the Suez interim increase, making the price per gallon approximately 3s. 9d.

A NOTHER reader is having difficulty with the police. His company operate about 500 10-cwt. vans and it has been their policy to fit an off-side exterior mirror and one interior mirror in the belief that this conforms with current regulations.

Recently a number of their vans has been stopped by the police in various parts of the country and their drivers warned that this arrangement of mirrors does not conform to the law in spite of the fact that the rear windows are not obstructed. Fortunately, however, they have so far been successful in having these warnings withdrawn, but are concerned as to future policy.

The company say that, apart from any legal obligations which may be involved, they have a practical objection to fitting a near-side exterior mirror, except when the interior view is obstructed, because they consider a mirror in that position to be a distraction and have had several accidents because of such Moreover, the manufacturers of the van are not fitting near-side mirrors as standard equipment as they, too, are

(Continued on page 487)

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apparently under the impression that this is not required by law.

The reader therefore inquires about the law regarding the fitting of mirrors on goods vehicles and whether there is any ambiguity in its interpretation.

The requirement to fit mirrors on motor vehicles is determined in paragraph 4 of the Motor Vehicles (Construction and Use) (Amendment) Regulations, 1957, No. 359. Because there appears to be some doubt as to the precise interpretation of this particular regulation, the following extract from paragraph 4, sub-section A, is given:—

As from January 1, 1958, the following vehicles, namely, every passenger vehicle adapted to carry more than seven passengers exclusive of the driver, and every goods vehicle, including every dual-purpose vehicle, shall be equipped with at least two mirrors: one of these shall be fitted externally on the off side of the vehicle, and the other either internally or on the near side externally; and the mirrors shall be so constructed and fitted to the motor vehicle as to assist the driver, if he so desires, to become aware of traffic to the rear and on both sides rearwards.

There is clearly no requirement given here as to the precise position in which the internal mirror shall be fitted. The absence of such direction appears to be emphasized by the phrase "or on the near side externally," in which the positioning is precisely determined. Whilst the import of the final phrases are that the mirrors should be so positioned as to be of assistance to the driver, this can hardly be construed to imply that the second mirror should therefore be fitted on the near side. It could be, in fact, that with some arrangements of cab and body a mirror fitted in this latter position might be useless and so fail to comply with the requirement that both mirrors should be of assistance to the driver.

In contrast to the many inquiries I receive from would-be entrants to the transport industry, I have received a request for advice from a company formed as the result of an amalgamation. They propose to expand the fleet of the parent concern by incorporating those of the smaller subsidiaries.

This is a common problem with so many regroupings which have taken place in recent years. Solutions must be as varied as the traffics involved, but there are some general principles. Assuming that the organization intend to run their own vehicles rather than hire them, it might be an advantage to segregate transport activity into two functions—engineering and traffic.

It would be the engineering department's responsibility to select, provide and maintain the vehicles, and the traffic department's to effect the delivery of the company's goods, striking the required balance between economy and service in keeping with the competitive climate of the trade concerned.

Beneficial Relationship

It might be beneficial to promote a relationship between the two sections so that the traffic department behaved as if they were renting vehicles from a contract-hire concern. Correspondingly, the traffic department could charge the "customer" sections of the company making use of their services in the same way as a haulier would do.

The degree of centralization which could be achieved would depend upon the relationship between depots and subsidiary companies with headquarters, and the nature of the traffic and the areas served. Co-ordinaton of maintenance would result in maximum employment of workshop facilities, provided that excessive dead mileages were not involved in bringing vehicles into a central garage for repair.

On the traffic side, attempts at centralization may not prove so successful. Expected savings may not be realized because of complications which could arise when large numbers of orders for collections and deliveries are channelled through one office. There could also be adverse repercussions in sales relationships because of loss of personal control.

Efficiency is engendered by encouraging co-operation at all levels, and this is a basic principle recognized by many large ancillary operators who have reorganized their fleets. Two of the chief advantages of amalgamation are the opportunity to buy in bulk at reduced prices, and the promotion of efficiency by budgetary control and comparative costing of groups or depots.

S.B.

Additive Kills Engine Fumes and Gives More M.p.g.

MECHANICALLY, little can be done to clean up the exhaust of an oil engine or to improve its characteristics once the engine is running efficiently and not producing smoke. Thus, one must look elsewhere for freedom from acrid smell and the obvious change to make is in the constitution of the fuel.

Extending their interest in the commercial-vehicle field, the Vigzol Oil Co., Ltd., have carried out much research into the problem and have succeeded in producing a chemical compound which, when added to derv, blankets the normal exhaust smell, replacing it with a slightly sweet but largely imperceptible odour.

The new product, known as Vitasul, is a development of an earlier Vigzol fuel additive, Antisulf. As its name implies, Antisulf was designed to combat the harmful sulphur compounds existent in dery, thus increasing injector life and tending to reduce combustion-chamber deposits.

Vitasul incorporates these properties in addition to its deodorant quality. It also reduces the surface tension of the fuel and this is claimed to allow better atomization and thus to improve economy. A side effect of the additive is that it acts as a foam suppressor, making rapid pumping of derv in bulk and retail quantities quick and accurate.

Green in colour and imparting a similar tinge to the fuel with which it is mixed, Vitasul is added in the proportion of one part to 150 of fuel. It mixes readily and can be added to the tank of a vehicle before or after the fuel. It can also be mixed with bulk supplies. It costs 12s. 6d. for a 45-gal. drum.

The deodorant effect was demonstrated to a representative of *The Commercial Motor*, who stood directly in the path of the exhaust of a Ruston and Hornsby two-cylindered oil engine. Running on straight dery, the exhaust was unpleasant to smell and made the eyes water.

No Exhaust Smell

When the fuel tank had been drained and refilled with fuel to which Vitasul had been added and the engine was restarted, the immediate impression was that there was no exhaust smell. However, on acquaintance some odour was noticed, which, although difficult to describe, was pleasant. There was no irritant effect. The cab of the crane to which the engine was fitted (the unit ran normally on treated fuel) was noticeably free from the characteristic oil-engine aroma.

Some 70 operators of oil-engined road vehicles and equipment have samples of Vitasul on test. The Commercial Motor has spoken to two of the participants whose tests are now completed.

Mr. H. H. Crapper, of Crapper and Sons, Ltd., Oxford, had tested it for a week in five lorries, two of which were fitted with Bedford 300-cu.-in. oil engines and three with Perkins P6 units. He was impressed by the pleasant smell imparted to the exhaust fumes and had recorded an overall improvement in fuel consumption for the five vehicles of nearly 5 per cent, during the period in which Vitasul was mixed with the fuel.

Detailed records had been kept by W. W. Drinkwater (Willesden), Ltd., who operate a large number of tippers in northwest London. Tests had been carried out on three Dodge 7-ton tippers with Leyland O.350 oil engines.

For the week before Vitasul was added to the fuel the vehicles averaged 12, 12,36 and 11.94 m.p.g. After the additive was incorporated with the fuel a week's average for the same vehicles was 13,43, 14 and 12.1 m.p.g. In the third week, when a straight fuel was used again, 12,74 and 10.88 m.p.g. were recorded, the first vehicle having been taken out of service for a routine overhaul.

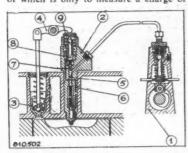
The average improvement in fuel economy over the three vehicles was 1.076 m.p.g. Mr. Cyril Drinkwater spoke particularly of the improvement in exhaust smell noticed when 40 vehicles were started up at the garage simultaneously each morning.

A33

Cylinder-pressure-powered Injection

PATENT No. 810,502 shows an injection system in which the functions of metering and pressurizing are separated. This permits a light, accurate pump to be used as the pressure is created by the engine itself. (C.A.V., Ltd., Warple Way, Acton, London, W.3.)

The drawing shows a layout of the scheme in which 1 is the pump, the duty of which is only to measure a charge of



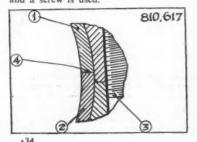
fuel and deliver it under low pressure to the injector (2). It is the injector that performs the pressurizing; a small piston (3) is subjected to cylinder compression and in moving upwards works the injector plunger via a rocker (4).

In detail, the arrival of fuel at the injector moves a valve plunger (5) downwards to close a passage (6) leading to the nozzle tip. The fuel then unseats a spring-loaded valve (7) and passes upwards into the pumping space (8). On the succeeding suction stroke of the pump, the valve plunger re-opens the passage simultaneously with the descent of the pressure plunger (9) and injection follows. When the cylinder pressure falls the plunger is returned by its spring in readiness for the next cycle.

BEARING SHELL ALIGNMENT

DIG-END plain bearing shells are usually located by making the bolts which secure the bearing caps a close fit in their holes. This imposes close manufacturing tolerances on the diameter of both the bolts and the holes. Patent No. 810,617 shows a scheme in which the bearing shells locate themselves in the connecting rod eye, so that the bolt-to-hole tolerance ceases to be important, giving a consequent reduction in manufacturing cost. (Ford Motor Co., Ltd., 88 Regent Street, London, W.I.)

The drawing shows a fragment of a big-end bearing assembly in which 1 and 2 are the bearing shells and 3 the bolthole; in this instance the hole is tapped and a screw is used.

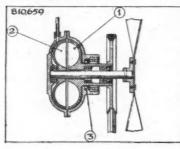


The joint line (4) is angularly offset so that it does not coincide with the cap joint. The shell assembly cannot move sideways, being restrained by its circular fit. To prevent rotation of the shells, a dowel may be fitted, or one shell may be dimpled into a shallow hole in the rod or cap.

VARIABLE FAN DRIVE

PATENT No. 810,659 shows a variable fan drive which uses a fluid coupling operated by oil from the lubricating system. The unit is said to give a smooth action as the fluid drive eliminates noise and shock. (Thompson Products Inc., 23555 Euclid Avenue, Cleveland 17, Ohio, U.S.A.)

In the drawing, the driving pulley is connected to an impeller (1) whilst the driven turbine (2) is attached to the fan spindle. When oil from the engine is pumped into the fluid coupling, drive is established progressively until the unit is filled, at which point maximum drive is attained. Intermediate filling gives intermediate speeds due to coupling slip. The coupling casing is sealed by a washer (3) and the ingress of oil compresses the



air inside thus ensuring quick discharge to reduce the fan speed when required.

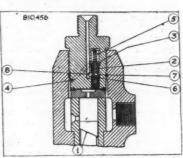
The oil supply is controlled by a thermally operated valve which responds to the temperature of the cooling water; this unit is also described in the patent.

PILOT INJECTION

PATENT No. 810,456 describes a simple and efficient method of introducing a pilot injection charge into an oil engine combustion chamber. (The British Internal Combustion Engine Research Association, 111-112 Buckingham Avenue, Slough.)

The drawing shows a partial section of the upper part of an ejection pump. In its general principles the pump is conventional, quantity being adjusted by the helical edge (1) on the plunger. The novelty consists of a spring-loaded piston-valve (2) in the discharge line.

In operation, when the plunger rises, fuel pressure lifts the piston valve and cuts off an escape port (3) leading back to the fuel supply via a passage (4). Further movement causes fuel trapped in the blind space (5) to pass through the hollow piston and reach the discharge port through a cross-bore (6). This constitutes the pilot injection.



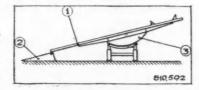
The pilot charge terminates when the upper edge of a groove (7) opens to the escape port and so releases all pressure. Continued upward movement of the piston gives a short idle period until the bottom of the piston uncovers the main outlet (8), after which the main discharge takes place. A restriction in the fluid path on the return stroke gives a dashpot action which brings the piston valve to rest at the bottom without shock.

SERVICING RAMP

A SERVICING ramp which can be tilted to any angle is described in patent No. 810,592. (K. W. Paulus and Co., Ltd., 10 Bury Place, Strand, London, W.C.I.)

Referring to the drawing, the ramp comprises a platform (1) on to which the vehicle is run over a fixed ramp (2). Instead of being pivoted on trunnions, the platform swings on a spherical bearing (3) with roller bearings interposed to reduce friction. The geometric centre of the arcs and therefore the pivoting axle is located in mid-air above the platform at a point approximating to the centre of gravity of the combined platform and vehicle. This means that tilting demands little effort and, in the most favourable circumstances, the vehicle would "stay put" at any angle.

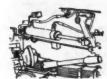
A further scheme shows the platform fitted with a second rocking mechanism at right angles to the first, so that it acts as a universal joint to give side tipping. Another patent, numbered 810,593, deals with the means used for chocking the vehicle in position.



BALL JOINTS

PATENT No. 810,330 shows a ball joint intended for steering systems. The socket is a deep drawn member having a spherical portion for the ball and an upper tubular extension that can be screwed and used as a point of attachment. The patent comes from V. Langen, Hansa-Allee 190, Dusseldorf-Oberhassal, Germanv.

POWER



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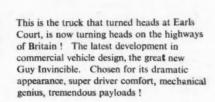
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1958 Forward-control 5-ton, 300 cu. m., diesel 1957 rensine, Boavan body, low-mileage demonstrator, 1957 rende with Leyland Comet engine.
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JEW 7-ton normal-control short-wheelbase chassis-cab diesel.

JEW 7-ton normal-control short-wheelbase tipper, diesel.

NEW 4-ton long-wheelbase normal-control truck, petrol. LL at list price, no purchase tax.

1956 BEDFORD Spurmobility, £415.

950 BEDFORD 30-cwt. Luton, £175.

1951 BEDFORD 3-ton semi Luton, £195.

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1957 BEDFORD 5-ton truck, 8,000, excellent coadition, £750.
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1958 BEDFORD tipper, excellent condition, 4895.

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HIRE-PURCHASE facilities, insurance and taxation of be arranged while you wait.

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E. J. BAKER AND CO. (DORKING), LTD.,

BEDFORD

MAIN DEALERS.

1956 BEDFORD 5-ton long-wheelbase drop-side truck, P6 engine, new tyres, excellent condition, 1957. November, BEDFORD 6-ton normal-control above the shadow of the sha

55-61 LONDON STREET.

BEDFORD A-type 6 long-wheelbase platform, P6 diesel, first registered 1.12.53, one C-licence owner, any trial, £295. Phone, Wetherby 2197. 812-223

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1956 BEDFORD 7-ton diesel long-wheelbase drop-side truck, clean and in very good order, choice 1930 side truck, clean and in very good order, choice of three at £525 each.

R USH GREEN MOTORS, Langley, Hitchin, Herts.

Stevenage 175.

LOW-MILEAGE BEDFORD QL, unregistered, in good condition; also Bedford QL winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone. Ewelme 62., 812-269

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1957 BEDFORD 10-12-cwt. van, blue, good tyres all throughout, £340. 1951 BEDFORD 30-cwt. van, blue, 3-way loader, 812-298

1955 BEDFORD A-type long-wheelbase truck, 16-ft.
COPPELS MOTORS, 92 Broughton Lanc, Salford.
Phone, Blackfriars 7764.

1956 BEDFORD 5-ton short-wheelbase tipper, recondition 6420. CRRINGTONS, Evington, Leicester. Phone 38102-3.

1954 BEDFORD 30-cwt. A model van petrol; choice owner. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184. 812-355

1950 BEDFORD long-wheelbase tipper, exception-ally clean, good condition all round, taxed, £185. 11 Prescott Place, Clapham, S.W.4. Macaulay 812-372

1954 7-ton BEDFORD long-wheelbase truck, R6 engine, good condition all round, clean, £450.

Prescott Place, Clapham, S.W.4. Macaulay 2264.
812-371

1948 5-ton BEDFORD long-wheelbase tipper, good runner, £85, 11 Prescott Place, Clapham, 812-373

1952 7-ton BEDFORD tipper, very clean, perfect mechanical condition, good tyres, £225. 11
Prescott Place, Clapham, S.W.4. Macaulay 2264. 812-374

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A BEDFORD for sale? Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone. Paddington 6022 (12 lines). Immediate settlement and best prices

BEDFORD. All types wanted. REDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South

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PEDFORDS wanted! Bedfords wanted! We want Grucks, tippers, vans, Lutons, etc. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, 825.

B.M.C.

1956 B.M.C. tractor unit, diesel, 5-ton, new tyres, immaculate condition, £645. Edgware 2572. 812-232

1956 B.M.C. diesel 7-ton long-wheelbase drop-side one owner since new 50:00 days of the control of the control

1956 MORRIS B.M.C. articulated unit, complete with York 23-ft. 6-in. trailer, in excellent mechanical condition and tyres 90%, £1,050. Phone, Grantham 1592.

Used Goods Vehicles (contd.)

COMMER 1953 articulated tractor unit, recently fitted with reconditioned engine, gearbox and 2-speed diff. assembly, fifth wheel coupling fitted, this unit is in a very series of the coupling fitted, this unit is in a very series of the company of the company of the coupling fitted with Edbro twin-ram gear, wooden body, 14-ft. 6-in. long with 4-ft. 6-in. fixed sides.

AYFAIR GARAGE (TAMWORTH) LTD. Colenhill Rd. Fazeley, Tamworth, Staffs. Phone, Tamworth 190 and 7.

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COMMER TS3 long-wheelbase truck, excellent condition, 9,00 by 20 tyres.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top. West Bromwich. Phone, Wednesbury 0470, 1047.

1956 COMMER TS3 7-cu-yd. wooden body tipper. 6695. J. Rawson and Sons, Ltd., Mount Pleasant, Tunbridge Wells, Kent. Phone 3494-5-6.

COX AND CO. (LEEDS), LTD., offer the following used vehicles:—

1952 COMMER 7-ton (QX), petrol, alloy platform board, first registered 7.6.5., u.l.w. 2 tons 19 cert. Se b. 1953, Octobase (1964 CV), Com standard 9-ti. 7-in. 1953, Octobase (1964 CV), petrol, 6 cubic yard body wood and steel, well shod.

REGENT ST., Leeds, 2. Phone 31914 (six lines).

NEW COMMER P6 6-ton N.C. tipper, wooden body, for immediate delivery, £1,382.
COMMER 25-cwt. F.C. van, 1955, repainted, ready for work, £325.
HELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Phone, Sheldon 4386-7-8. 812-92

COMMER 1953 20-ft. platform double-drop-side, new tyres all round, £365. WALKERS FILLING STATION, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.

1956, June. COMMER Express delivery van, in phoenix and white, one owner, £340. Phoenix MOTOR CO. (SURREY), LTD., Phoenix Vigilant House, High St., Sutton, Surrey. Phone, 812-215.

G.T.C. (COMMERCIALS), LTD. 1955 COMMER TS3 diesel 7-ton long-wheelbase Truck, £700.

G.T.C. (COMMERCIALS), LTD., 2 Addington Compensation Station.) Advace 5242-6.

Underground Station.) Advace 5242-6.

MMEDIATE delivery COMMER E.D.V. Road Transport Services (Hackney), Ltd., 21-37 Arbutus St., E.8. Cli 5920.

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1956 COMMER TS3 diesel 10-ton artic, unit, 2-speed and all an end and an end of the complex complex clean and in good order, £950.

Choice of trailers to suit if required. Terms and RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

1954 COMMER, 7-ton, forward-control, 15-ft. 6-in.
1951 platform, beater, good tyres,
OMMER ward-control, 15-ft. 6-in.
1951 platform, good tyres,
TWYFORD MILL, LTD., Adderbury, Nr. Banbury,
Phone, Adderbury 281,

1952 5-ton COMMER articulator, 3,000 miles, diesel COMMER CONDUCTION, 1958 COMMERCIAL (GUILDFORD), LTD., Fortsmouth Rd., Guildford, Surrey. Phone, Guildford, 62907.

1952 7-ton OX, 18-ft, drop-side truck, excellent con-SPARES for 1956 TS3.

GIPSY MEAD SERVICE STATION, Fyfield, Ongar, 812-349

COMMER TS3, October, 1956, long wheelbase, ove drive, tubeless tyres, nearest £750. Hoppe, Millbrod Yard, Landore, Swansea 7620.

Commer Wanted

COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercials), Ltd., 65 Rennets Wood Rd., Eltham, 8253.

1958 TS3 tractor unit with or without trailer: mmediate inspection and decision. Box CM1210, care of "The Commercial Motor," 812-171

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DENNIS Max 8-ton diesel trucks, unregistered ex-Mo.S., excellent condition, spare wheel, batteries, etc., £420 each, LTD., Ampthill, Bedford. Ampthill 3255, 222-697

1951 DENNIS Max 7-ton diesel, 20-ft. platform.
1950 DENNIS Jubilant 8-wheeler, double-drive, 24-ft.
PRAILLS (HEREFORD), LTD. Phone 4221.
812-146

1955 DENNIS Stork long-wheelbase diesel, just as coal-bagging, etc., £425. 373 East Bank Rd., Sheffield. Phone 29139; night 37529. 812-387

1953 DENNIS Centaur, 20-ft. platform, one owner, 1955 DENNIS Stork, underfloor P4, 15-ft. drop-sider, 2885.
1950 DENNIS Pax long-wheelbase, twin Telehoist, 29-ft. drop-side tipper, diesel, £325.
1965 O-yel. drop-side tipper, diesel, £325. JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271.

1953 DODGE double-ram power tipper, diesel, good condition. Walkers Filling Station, Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 812-119

Used Goods Vehicles (contd.)

1954 Cartile-float DODGE 7-ton chastis-cab, one container-type body, double-deck, the whole vehicle insperb and excellent condition, £1,500. Church Road Motors, Dodge main dealers, Hadleigh, Essex. Phone 72771; after boars Gt. Wakering 275.

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1956 DOGE 6-ton short-wheelbase tipper, 2-speed and 6-scu-yd, body.
PRAILLS HEREFORD), LTD. Phone 4221.
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1952 And 1954 DODGE 106 AP6. Eaton 2-speed tipping body and all spares available. 9 Newthorpe Common, Eastwood, Notis. Phone, Langley Mill 2623, vernings 3004.

MAIN DODGE DISTRIBUTORS. FERRARIS OF CRICKLEWOOD, LTD., 200-220 CRICKLEWOOD BROADWAY, N.W.2. Gladstone 2234-5-6-7.

FULL range of spares for all models.

ALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 812-208

1954 DODGE Model 105, P6 diesel with Sparshatt all-metal 25-seater bus body, tubular steel seats, purpose upholstered 7.50 by 20 tyres, price FOR further details, please write or phone J. H.
Sparshatt and Sons (Southampton), Ltd., Redbridge,
Southampton, Phone, Totton 2258.

1957 DODGE 7-ton diesel longwheelbase drop-side

1757 / truck, Ealon z-speeu daw, breat artic. unit, 2-tained, 650 DODGE-SCAMMELL, a diesel artic. unit, 2-tained, 650 BODGE-SCAMMELL, a diesel artic. unit, 2-tained, 650 BODGE-SCAMMELL, a diesel artic. unit, 2-tained, 1750 BODGE-SCAMMELL, a diesel artic. unit, 2-tained, 1750 BODGE-SCAMMELL, a diesel artic. sagod running order, 6325. Choice of Scammell trailers if required. R USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

1955 DODGE Model 146 AR6, diesel, long-wheelbase DODGE, model 101c, long-wheelbase truck, Perkins P6 engine, completely overhauled, £350.
COMBS COMMERCIAL (GUILDFORD), LTD., Portamouth Rd., Guildford, Surrey. Phone, Guildford 62907.

Dodge Wanted

WANTED urgently, DODGE, 1954 onwards. Church Road Mo'ors, Ltd., Hadleigh, Essex. Phone, 2zz-686 WANTED, DODGE, 1951 onwards. Phone or write.

MANDLERS MOTORS, LTD., 71 Greenwich South

GRE 2033-4.

E.R.F.

1949 E.R.F. 8-wheeler, 24-ft. flat, replacement 6LW Gardner engine recently fitted, in good con-GEO, H. KENDRICK, LTD., Carters Green, West 812-41

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout. Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines).

1949 E.R.F. tractor and 25-ft. flat trailer, 5th wheel, 6LW, 5-speed box, very clean, good tyres, 1948 E.R.F. tractor, 22-ft. flat trailer, 5LW, 5-apeed box, very clean, £475.
NEWTHORPE COMMON. Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000.

FODEN

PODEN 6-wheeler, 6LW, ex-W.D., fitted with modern cab, 22 ft. 6 in. platform, first registered 1951, in good condition, with an assortment of apares, including differential and half-shafts, £400. A. J. Mackaness, Ltd., Billing, Northampton. Phone. Cogenhoc 292. 812-69

PODEN DG6-15 Gardner 6LW 1947 double-drive rigid 8-wheeler in excellent order throughout and with good cab, body and tyres, £695. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherry-wood 4568, 1490.

1945 FODEN 8-wheeler, 6LW booster box, 40 by 2572. Edgwar 2572.

1946 FODEN 12-ton 6-wheeler, 22 by 74-ft. platform, conditioned throughout, 1955 by Arnolds (Branbridges), Ltd., good condition, £600. Kinssford and Co. (Millers), Ltd., Barton Mill, Canterbury. Phone 2231.

1952 FODEN FG model 8-wheeler, 6LW engine, trial, £1.100 PUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

FORD THAMES AND FORDSON

PORD 1953 Thames 3-ton drop-sided lorry, fitted with perrol engine, in very good, clean condition, MAYFAIR GARAGE (TAMWORTH), LTD., Coleshill Rd., Fazeley, Tamworth Staffs. Phone, Tamworth 1396 and 7.

GORDON KING MOTORS, LTD., FORD AND THAMES DEALERS.

TRADER 41-seater Duple luxury coach, for early delivery, choice of colour and interior, 6-cylinder TRADER attracts of colour and interior, 6-cylinder delivery, choice of colour and interior, 6-cylinder diesel, £3,70.

1956 in finst-class order, £4,473.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu-ft. low-loading Luton body, new and unregistered, ex works, for early delivery, £1,45.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu-ft. body, as above, for carly delivery, £1,45. TRADER 6D diesel, 7-ton 6-yd. Anthony drop-side tipper, 9.00 by 20, for early delivery, £1,461.

HRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4.

812-185

1950 FORD P6 diesel 5-yd. drop-side tipper, £250. 1952 FORD P6 diesel Sussex 6-wheeler, £195.

1952 FORD 4D diesel, long-wheelbase truck, extremely nice order, very good tyres, £295. FORD 4D diesel 2-ton van, £325.

EDGWARE 2572.

G.T.C. (COMMERCIALS), LTD. 1956 FORD 4D diesel 4-ton long-wheelbase drop-side truck, ex-C licence used, £375. 1956 FORD 4D diesel 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden body, one owner,

G.T.C (COMMERCIALS), LTD., 2 Addington Rd., e.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3.

1958 FORD THAMES, 3,780 miles only, 30-cwt. hand-operated tipping gear, front gantry, flashing indicators, painted in cream, excellent condition, one owner,

1956 FORD THAMES 2-ton 4D diesel van, recently repainted in green, with passenger seat, nominal milease, good order, £630, Central Garage, High St., Redhill, Surrey. Phone, Redhill 3933-4-5.

FRANK G. GATES, LTD.,

MAIN FORD DEALERS. GATES CORNER, E.18.

1958 Thames Trader 3-ton diesel truck, ex-1955 FORD 4D 2-ton van, £395.

1958 Thames 4D 3-ton truck, ex-demonstrator, £700. GISTERED Thames 15-cwt. van. sliding doors,

1958 FORD 6-cylincer diesel artic, and trailer, very low mileage, exceptional condition, £1,395.
1958 Thames 15-cwt van, works painted, choice of two from £425 812-397

EAST GREENWICH GARAGE, LTD.

1955 5-ton FORD 4D, heavy-duty equipment, good condition, low mileage, £450.

TRAFALGAR RD., Greenwich, S.E.10. Gre 4776-7.

812-194

CAPITAL MOTOR CO., LTD.

1955 THAMES 4D truck, £375. 1955 THAMES 10-cwt. truck, £185. REMINGTON ST., City Rd., N.1. (Near Angel.) 812-302

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WANTED, FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone. Hadleigh 57271.

WANTED, FORDS, 4D vans and Perkins, and capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.

1954 GUY Otter, 4LK Gardner, 16-ft. body, one condition, £500. Colmore Depot, Ltd., The Tything. Worcester 4451.

1953 Two GUY Otter platform trucks, P6, 2-speed axle, good condition, £440 each. G. R. Hartwell, Ltd., South Oxford Garage, Abingdon Rd., Oxford 48291.

JEN-TUG

ONE JEN-TUG, little used, with three trailers, £200. A PPLY Sworder (Motors). London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078, 812-1111

JOWETT

1953 BRADFORD van, £55. OOMBS COMMERCIAL (GUILDFORD), LTD., Pottsmouth Rd., Guildford, Surrey, Phone, Guild-d 62907. 812-436

Used Goods Vehicles (contd.)

KARRIER

KARRIER low-loader lorry. 1950 (December) Model CK3 long-wheelbase £200. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 812-256

LAND ROVER

1954 LAND ROVER, very good condition, £365.

1954 LAND ROVER, long-wheelbase, very good condition, £450, COMBS COMMERCIAL (GUILDFORD), LTD., Potamouth Rd., Guildford, Surrey, Phone. Guildford, Surrey, Phone. Bild-4580, Comp. 12-458

LEYLAND

1953 LEYLAND Octopus tipper, Homalloy body, haulage, etc., unladen weight 8.17.99, £2.500. Box CM125, care of "The Commercial Motor."

LEYLAND 8-WHEEL TIPPER.

RECONDITIONED CHASSIS, NEW PILOT GEAR AND STEEL BODY.

JEFFREY'S COMMERCIAL MOTORS, NEATH ROAD, SWANSEA. Phone 7288 or 71859.

EYLAND Comet 90, flat platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 ewt. 2 gr. 0 lb., in first-class condition through-out, 2975. Alma Garages (Bristol), Ltd., 74 Feeder Rd. Bristol. Phone, Bristol 77667.

1955 LEYLAND Comer Model ECOS2-1R with high headboard, 9.00 by 20 all new tyres equipment, complete vehicle in excellent condition throughout, price

1953 LEYLAND Comet 90 platform lorry, 2-speed axle, recently overhauled by makers, taxed. FOR further details please write or phone J. H. Sparshatt and Sons (Southampton), Ltd., Redbridge, Southamp-ton. Phone, Totton 2258.

1954 LEYLAND 8-wheeler, 600 engine, D.D., 24-ft. order, one owner, C licence since new, £1,500.
ALSO several other 1950-2 LEYLAND 4-, 6- and 8-wheelers in stock at very reasonable prices. R USH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

N Stevenage 175.

1955 LEYLAND 8-wheeler, will be fitted with new 18 ft. 6 in. to suit purchaser. Full details on application. CAMPBLL PARK, LTD., Childwall Valley Rd., Gateacre, Liverpool Phone, Gateacre 1331.

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each, L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255.

1949 MAUDSLAY 8-ton 17-ft. 6-in. truck. A.E.C. relined, new fuel pump, new clutch fitted but engine developed faulty crankshaft, £200. Howard 3095, \$117.

MAUDSLAY 1948 twin ateer fitted with A.E.C. 7.7 nearly speed overdrive gearbox, 20-ft, platform and general speed overdrive gearbox. 20-ft, platform M.R. R. Fazeley. Tamworth, Staffs. Phone, Tamworth 1396 and 7. amworth, Staffs. Phone, Tamworth 1396 and 7.

1949 MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.

TWO 1947 MAUDSLAY tippers for sale, Gardner 4LW engines. Phone, York 55913. 812-x7475

MORRIS AND MORRIS-COMMERCIAL

1958 MORRIS-COMMERCIAL LD2, petrol van, 3,000 miles only, 6675.
1954 MORRIS-COMMERCIAL diesel 5-ton long-wedrive, 6375.
CXXS MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich Phone, Wednesbury 0470, 1047.

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

RELIABLE used vehicles in stock.

Palmerston commercial motors, Ltd., 75-77 Penrhyn Rd. Kingston 5618.

1955 MORRIS 4-ton pick-up with tilt, £285. COOMBS COMMERCIAL (GUILDFORD), LTD.. Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.

SCAMMELL

SCAMMELL 6 x 4 Pioneer, complete with winch, £475.
Also short-wheelbase tractor suitable for spares. Offers.
R. LEWIS, 74 New Summer St., Birmingham, 19.
Phone, Aston Cross 1943; after 6 p.m., Harborne 3035.

TWO 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each, Kerbey Motors, New Southend Arterial Rd., Hornchurch Hornchurch 42776.

Used Goods Vehicles (contd.)

SCAMMELL ex-W.D. 6 by 4 tractor with winch, first-class order throughout. A PPLY Sworder (Motors), London Rd., Loudwater, High Wycombe, Bucks. Phone, High Wycombe 4078, 812-334

1947 SCAMMELL rigid eight, 6LW, Gardner, good H. F. A. DOLMAN. LTD., 186 Carlton Avenue. Southend-on-Sea. Phone 43262. 812-426

SEDDON

SEDDON, 1953, articulated tractor, fitted with Perkins P6 engine, 2-speed axle and 22-ft. platform trailer. S.A.E. coupling, tyres and general condition very good, MAYFAIR GARAGE (TAMWORTH), LTD., Colesh
Rd., Fazelev, Tamworth, Staffs, Phone, Tamworth

1955 SEDDON 6-7 tipper, P6 engine, good Condition, £650, tipper, P5 engine, good COX'S MOTORS (HILL TOP), LTD., 127 Hill, Top. West Bronwich. Phone, Wednesbury 0470, 1047, 10

1954 SEDDON 7-ton, long wheelbase, diesel, plat-legen bouy, new diesel engine fitted 1958. 2-speed Eaton axle, 5-speed box, one owner, owner driven, H.P. arranged. Gibbs Bros. Garages (Pontlianfratin, Ltd., Pontlianfratin, Mon. Blackwood 3294. 812-68

1949 SEDDON 105 artic., 22-ft. Tasker trailer, £375. RYLAND GARAGE, LTD., Ryland St., Birmingham, 812-98

1955 SEDDON P3 diesel 25-cwt, van. personnel carrier, really smart vehicle, good tyres, £365. 812-233

1953 SEDDON 7-ton boxvan, ex-C-licence operator,
OAKTHORPE MOTOR CO., North Circular Rd.,
Palmers Green, N.13. Palmers Green 0446 and 1023.

1956 SEDDON Mark 5L diesel drop-side truck on 8.25 by 20 tyre equipment, 17-ft. body length, in excellent condition, unladen weight 3 tons 4 cwt., price FOR further details please write or phone J. H. Sparshatt and Sons (Southampton), Ltd., Redbridge, Southampton, Phone, Totton 2258.

1947 SEDDON Mk. 5L 6-7-ton platform lorry, unladen weight 2.18.63, £275.
1957, 7-ton platform lorry, unladen weight 3.8.84, one owner, £1.380.

LSO new SEDDONS from stock.

HILLS GRAAGES (MANCHESTER), LTD.. Port St.. 812-280

1955 SEDDON Mk. SL. P6, Huntalloy boxvan and cab, excellent condition, tyres good, one owner. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfeld. Howard 4184.

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AUSTIN 1948 tractor unit, petrol engine, £100.

(Continued in next column)

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1954 LEYLAND Comet, diesel, long-wheelbase twin all round, in excellent condition.

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1951, August, DODGE long-wheelbase tipper, drop-gear, has received extensive overhaul in our workshops. 1950, January, COMMER OX long-wheelbase petrol tipper, twin-ram underfloor gear, in fair con-

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\$685, 1954 BEDFORD 10-ton Scammell tractor, R6 engine, complete with 10-12-ton low-loader trailer, knock-out 4-in-line axle, 14-in. well.

\$400. 1954 BEDFORD A-type short-wheelbase diesel tipper.

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VANS. 1958 AUSTIN Omnivan, 8,000 miles only, excellent 1955 Condition, choice of two. 1955 FORD 4D extended-wheelbase Luton van, 1954 FORD 4D Luton van, all-metal body, double doors and taliboard, very good condition, unladen weight 2); cwt.

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NEW and unregistered Thames 4-ton 4D Luton van for immediate delivery.

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ALBION Cludesdale, 18-ft, body, very good
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1952 COMMER articulated, P6 engine, Scammell coupling, 18-ft. 6-in. trailer, £275.

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DART-EXCHANGES, H.P. arranged.

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1948 engine.
1948 engine.
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A.E.C.-MAUDSLAY 8-wheeler, 9.6 engine, 3.600-gal. lagged tank, A.E.C. 8-wheeler, 9.6 engine. 1947 A.E.C. tipper, 7.7 engine, new steel body and lipping gear. 8-wheeler, Gardner 6LW engine. PODEN 8-wheeler, double-drive, Gardner 6LW engine.

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ONE 23-ft. 10-ton Dyson Scammell trailer.

CHOICE of three 1956-57 DODGE 8-ton tractor units, P6 engines, 5-speed gearboxes, 2-speed axles and Michelin tyres.

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A TKINSON 4LW short-wheelbase tipper, 2-speed axle, 9.00 by 20 tyres, immaculate condition.

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1953 BEDFORD 5-ton long-wheelbase truck, £550.
1954 BEDFORD 5-ton long-wheelbase truck, £500.
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BEDFORD SB1, oil engine, mounted with Duple 41seater Super Vega coachwork, finished to instructions,
delivery mid-June.

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USED COACHES

FOR IMMEDIATE DELIVERY EX STOCK.

A.E.C.

1949 Mk. III, crash gearbox, Burlingham 33-seater coachwork, half-cab, finished grey and maroon, certificate of fitness 1959.

1947 Mk. I, 7.7 engine, Duple 35-seater coachwork, tubular seats, half-cab, finished grey and red, certificate of fitness 1960.

BEDFORD.

1954 Plaxton 38-seater, glass roof quarters, upholmany extras, finished cream and brown.
1953 Duple 39-seater Vega coachwork, upholstered
in red moquette, finished cream and brown,
1953 on red moquette, finished cream and brown,
certificate of fitness 1963.
Super Vega, interior in green
1952 Duple 35-seater Vega, interior in green
beater fitted, certificate of fitness 1962.
1952 Duple 35-seater Vega, upholstered in red
1952 moquette, finished grey-red, very clean certificate of fitness 1962.

Duple 35-seater Vega, upholatered in red moquette, finished grey-red, very clean certificate of fitness 1962.

1952 buple 33-seater Vega, upholatered in red, radio, 1952 beater and courier seat fitted, finished red and creum, certificate of fitness 1962.

1952 stered in blue moquette, finished creum and blue, certificate of fitness 1962.

1949 Duple Vista 29-seater, fitted with Perkins P6 oil engine, heater fitted, upholatered in red moquette, finished red-grey, immaculate condition; choice Children of the condition of the cond

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PASSENGER TRANSPORT SPECIALISTS.

A.E.C. Mk. IV 41-seater Yeates coach, overhauled and new engine fitted, certified 1953 2,500
1963, 2,500
1963, 2,500
1952 FODEN, Gardner 6LW, fitted 41-seater Whitson coach, certified 1961, 61,450, 1951
1 LEYLAND Royal Tiger 40-seater Beccies coach certified 1961, 61,650, 1951
1 LEYLAND PSI 37-seater Burlingham coach, certified 1961, 61,600, 1950
1 DENNIS 6-cylinder disease Plaston coach, just overhauled and in excellent condition, 2775, 1950
1950 Coach, certified 1960, 6750, 1950
1950 CoMMER Avenger, petrol, 33-seater Thurgood coach, being recertified, £800, 1950
1950 (Registered) A.E.C. 7.7 diesel, 37-seater ACB (Registered) 60, £750, 1950 1951

LARGE selection of 29-35-seater petrol and diesel coaches in stock at competitive prices. SEND for list giving full particulars, prices, etc.

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New coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlingham, Duple or Flaxton.

1957 Duple, 41 seats, red moquette, choice of three.

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1956 BEDFORD Super Vega, petrol engine, body by Duple, 23-seater, full haury type, quarter lights.

1957 BEDFORD, Duple body, 33 seats, certificate of fitness 1962. 23-seater, full haury type, quarter lights.

1958 BEDFORD, Duple body, 33 seats, certificate of fitness spring 1960.

1959 BEDFORD OB full-front, petrol engine, body by Duple, 35 seats, red, cream, one only, certificate of fitness 1963.

1950 BEDFORD Vista, petrol engine, body by Duple, 29 seats, blue moquette, first registered VARIOTA assortiments of workers' buses or mobile shops.

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Bedford, Commer, Ford, Leyland, A.E.C., etc., and an offer the new hire-purchase terms on new and second-hand machines.

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1957 BEDFORD 41-seater Super Vega (petrol), red lock, certificate of fitness 1964; choice of four. 1955 August, BEDFORD 38-seater Super Vega, Perspex profety with from moquette, eaterior cream-red,

Perspex roof vents.

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1954 March, BEDFORD 36-seater Super Vega, red
moquette, exterior cream, glass roof quarters,

1954 BEDFORD 38-seater Super Vega, fawn moquette, exterior grey-fawn, Perspex roof

1952 BEDFORD 33-seater Super Vega, green roof, sliding roof,

1952 moquette, exterior grey-tawn, sliding root, clock.
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1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.
1949 May, CROSSLEY, 33-seater Whitson coach, red moquette, maroon-cream, exterior, clock, beater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1747, fawin moquette exterior red-cream certificate of fitness to May 1859.

1949, June, CROSSIEY 33-seater Whitson coach, heater, top calcing windows, aliding roof, certificate of fitness to July, AUSTIN 29-seater Whitson, autumn tinge moquette, exterior blue-cream, high back scats, readio, certificate of fitness and the property of the seater, but he had been seated, readio, certificate of fitness where Duple body, red fitness to 1961-1963, choice of two fitness to 1961-1963, certificate of the seater, certificate of 1961-1963, cert

ALEXANDER AND TATHAM, LTD.,

A.E.C. 35-, 36- and 38-seater service saloons, fitted some with boots, 1946 and 1947-8, certificates of finess some with boots, 1946 and 1947-8, certificates of fitness to 1963, from £250.D PS1 34-seater salcoms, Met-Cam 1948 and Brush all-metal bodies, in excellent mechanical and body condition, certificates of fitness up to 1962, from £300, 3-seater coaches, 5LW engines, certificate of fitness up to 1962, from £300, 3-seater coaches, 5LW engines, certificate of fitness 1960, choice of five, from £275, 1946 5LW Gardner, certificate of fitness 1960, choice of six, from £250. DRISTOL 32-seater. low radiator, 5-speed box, certified, price £200, available, uncertified, from £130. A Choice of buses is available, uncertified, from £130. Engines. A.E.C., Leyland and Gardner, in good condition, from £50. HIRE-PURCHASE FACILITIES. PART-EXCHANGES

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1957 COMMER TS3 41-seater Plaxton. 1956 COMMER TS3 41-seater Duple. 1957 BEDFORD (petrol) 41-seater Planton. 1953 CROSSLEY 37-seater Churchill.

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Used Pass KIRK

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1948 M coach, £1,57 1951 N

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CHOICE of luxury of etc., ex prop tained, some mostly used to be seen FIVE 1948 £1,850 BRAND-N

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1951 LEYLANI Lificate

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Commer, Ford, ies by Burling-

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engine, body by two, certificates quarter lights, heater, with

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a (petrol), red ater, fuel filler four. Super Vega, or cream-red,

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Vega, fawn Perspex roof

Vega, green sliding roof,

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COMPARE OUR USED VEHICLE PRICES. ZZ FOR EARLY DELIVERY.

1955 36-seater BEDFORD Yeates, red interior, black 1955 and ivory exterior, fited heater, £2,400. 1955 38-seater BEDFORD Duple, blue pattern 1954 fited radio and ivory exterior, £2,400. 1954 fited radio and heaters, to be re-certified before delivery, choice of two, £1,900. 1954 by Duble, red pattern moquette, a first-class coach, £1,572.

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1948 autumn tint interior, £700.

LEYLAND Comet 33-seater Burlingham, £650.

1950 31-seater COMMER, £650.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT. TERMS AND EXCHANGES.

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CHOICE of four 1950 BEDFORD Duple Vista 29-easter turning the control of the cont

to be seen to be appreciated, room needed, going at Mnock-out prices, each 245 29-seater luxury coaches, good Condition, some with certificates of fitness, room needed, to clear, from only £135.

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1951 AUSTIN full-front 32-seater, certificate of fitness to April, 1961, well shod, good mechanically, 6550. EYLAND E39, 33-seater on 35-seat Duple body, cer-tificate of fitness to December, 1960, very clean and sound, recent overhaul, 8225. JOHNS CROSS GARAGE, Robertsbridge, Sussex. Phone Robertsbridge 222

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THOMAS MOTOR TOURS, LTD., offer 1953 Bedford
139-scater Duple; 1952 Sentinel 37-scater Gurney
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550.

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DENNIS, diesel. May 8, 1947, 35-seat, rebodied by Duple 1951 S.H. speech and radio, 5-speed and overdrive, certificate of fitness 30.4.60, excellent condition, £900.

BEDFORD, petrol, March 30, 1950, 29-seat Duple body, certificate of fitness 26.3.60, £750. ALL are Isle of Wight operated coaches and in excep-tional condition for their respective ages.

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25 BUSES. 35 SEATS.

1953 All-metal bodies by B.T.C.C., scating in leather and cream, mounted on 1946 Albion CX13 chassis powered Albion EN242 6-cylinder oil engine, certification frinces late 1960-61; these vehicles are in excellen condition throughout, choice of 25, price from £275 cach 1947 LEYLAND PS1, 35 seater bus, all-metal condition throughout by B.T.C.C., rebodied 1952, certification of fitness auguston by B.T.C.C., rebodied 1952, certification condition, price £385.

of fitness August, 1960; this vehicle is in very nice condition, price £385.

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LEYLAND PS1, 7-4-litre oil ensine, 35-seater, 1946
LEYLAND PS1, 7-4-litre oil ensine, 35-seater, coachwork by Charles Rowe, this which is 5-seater, coachwork by Charles Rowe, this May, 1990.

£425.

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1960. £425.

1960. £425.

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207.7-litre oil engines, coachwork by E.C.W., choice of 110.

\$1.23 7.7-litre oil engines, coachwork by E.C.W., choice of 11.

WE have a nice selection of oil engines, can be tested in chassis. Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre: Leyland PS: 7.4-litre. Leyland 8-6-litre.

A Large quantity of second-hand serviceable engine and chassis parts in stock for most makes of chassis.

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LEYLAND TS8, 8.6-litre oil engine. Harrington 31 super luxury seats, giving extra comfort for long-distance travel, fitted heater, large luggage locker, certificate of fitness 1960, £225.

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New BEDFORD SB3 diesel 41-scater Plaston, Triplex quarter lights, completion to order for June.

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Mark IV, heater, radio, for completion June.

New BEDFORD SB3 petrol Duple Super Vega 41-scater, radio, K-type moulding.

IEW BS99 ATKINSON L634 (Gardner 4LW) 37-scater Plaston Hishway omnibus, coach seats.

Plaston Hishway omnibus, coach seats.

Plaston Hishway omnibus, coach seats.

Plaston full-front, radio, heater, certified 1960.

A.E.C. Regal Mark IV, 9.6, underfloor, 37-scater Burlingham, reconditioned engine.

CROSSLEY 100 b.h.p. 33-scater full-front plaston Hishway and the seater Burlingham, reconditioned engine.

CROSSLEY 109 b.h.p. 33-scater full-front Burlingham sundown, certified, £550.

LEYLAND PS1 33-seater full-front Burlingham Sundown, certified, £550.

BEDFORD Vista 29-scater Duple, ivory-blue, certified, heater fitted, £265.

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1953 Super Vega, 39-seater, 7-ft. 6-in. wide, red interior, cream and brown outside, certified

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1951 -52 BEDFORD Vegas 33-35-seaters, maroon and certified to 192.62, £1.350 and £1.295, and £1.295.

1952 FODEN (37), 2-stroke oil engine, blue and certified to certified to 22.8.60,

\$1,175.

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DENNIS full-fronted Duple (35) coach, high back seats, blue inside and out, heater, good 1950 Formica sides, exterior cream and green, choice of two from £675.

L7-JU Formica sides, exterior cream and green, choice of two from £675. Vistas (29), from £225; buses 1948 - 6 BEDFORD Vistas (29), from £225; buses BEDFORD engines, 28 h.p., complete with starter, dynamo, distributor, clutch housing, etc., to clear, £15 each, or complete in cases, ex ministry, £17 10s., cash with order.

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NEW BEDFORD petrol 41-seater Plaxton; early 1957-58 COMMER TS3 41-seaters, Plaxton and Duple; choice of several,

1958 BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low

1957 BEDFORD petrol 41-seater Duple.

1953 BEDFORD petrol 35-seater Duple, fitted radio and microphone, finished in cream and green with green patterned interior, certificate of fitness 1963. TERMS and exchanges, full list sent on request. Phone for appointment to view.

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May 22, 1959—THE COMMERCIAL MOTOR 57 (Supplement)

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DUMBALLS ROAD, CARDIFF Phone, Cardiff 30641.

1952 A.E.C. Mk. III. fitted with full-front 37-scates coach body by D. J. Davies, finished in red and cream, fitted with radio and heater, certificate of

bedford Duple Vega 33-seater coach.

1950 A.E.C. Regal, 9.6 engine, crash box, 33-seater 1949 Burlingham, radio and heater, Burlingham, radio and heater, 1947 Seater Vista, high-back seats, 1947 Seater Duple Vista.

1948 LEYLAND PSI 33-seater Burlingham.

PHONE, CARDIFF 30641. 812-399

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OLYMPIA GARAGE, LIVERPOOL STREET, SALFORD, 5.

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1952 A.E.C. 7.7, new engine fitted three months certificate of fitness till 1962, price £1,150.
1950 A.E.C. 9-6 Burlingham 33-earter, red interior.
1951 BEFFORD, inc. 1969, price £900.
1951 and tubular racks, Burlingham 250, price £900.
1952 and tubular racks, Burlingham 250, price £900.
1954 BEFFORD 1969, price £900.
1954 BEFFORD Duple, 29-seater, choice of six from £200.

1948 1949 BEDFORD Duple, 27 1948 1949 BEDFORD Duple Super Vega, 37 1948 1953 and heater, in immaculate condition, 7 ft. 6 in. wide, price £1,850.

THE MOTOR DEPOT. 158 WALSGRAVE ROAD, COVENTRY, Phone: Day, 53732; night, 68503.

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952 BEDFORD Vega, 33-seater Duple bodies, choice 1950 MAUDSLAY, 35-scater full-front Burlingham body. 1950 LEYLAND, 33-scater full-front Burlingham

1950 BEDFORD Vista, 29-scater. VARIED selection of other coaches available for inspection.

PART-EXCHANGES. H.P. FACILITIES.

THE MOTOR DEPOT.

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NEW BEDFORD Super Vega, June delivery.

BEDFORD Yates Riviera 36-seater, fitted heaters, etc., certified 1963, £1,575, DENNIS Lancet III, Whitson 35-seater body, good tyres and batteries, certified late 1959, 1948 BEDFORD Duple Vista 29-scaters, from £200

1947 A.E.C., 7.7, Burlingham 33-seaters, certified 1960-61, suitable for works, £150 each. HIRE-PURCHASE. PART-EXCHANGE.

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1958 BEDFORD 41-scater, Plaxton body, heater, 1953 BEDFORD 37-scater, heater, very clean, certificate of fitness November, 1963.
1952 Banker drum, Scagull body, new engine and Banker drum, Scagull body, new engine and 1952 Royal Tiger 43-scater, radio, heater, above average.
1950 COMER Avenger, Plaxton body, 35-scater, 814-7565

LONGLANDS COACHES, LTD.

1950 A.E.C. Craven 66-scatter high-bridge double-ckere, certificate of fitness, 1962, 196

1963.
THESE vehicles are available for disposal owing to our THESE vehicles and contracts having being sold. No reasonable offer refused. H.P. facilities available.

BROADWAY.

CROWLAND, NR. PETERBOROUGH. Phone, Crowland 212.

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PHONE, BROWNHILLS 2307, 2336 AND 2392.

BEDFORD Vistas, 29-seaters, exceptional condit choice of two, six months' guarantee.

1949 FODEN 33-seater, 6LW, certificate to 1963. 1948 MAUDSLAY 33-seater, certificate to 1962. 1939 LEYLAND TS8 33-seater, certificate to 1962.

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1956 BEDFORD Plaxton 41-seater, certificate of fitradio, interior fawn, plaid, immaculate.

1957 Bedford Super Vega, 36-seater, cream and
1958 Bedford Super Vega, 36-seater, cream and
1951 Bedford Vega, cream and brown leage.

1951 Bedford Vega, cream and brown leage.

1952 Bedford Vega, cream and brown leage.

1953 Bedford Vega, cream and brown leage.

1954 Bedford Vega, cream and brown leage.

1958 Bedford Plaxton 30-seater, maroon with
1958 maroon high-back seats, certificate of fitness
1959 sood selection of sound diesel coaches fit for
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1957 BEDFORD Super Vega 41-seater, first-class condition, £2,750.
1954 BEDFORD Duple Super Vega 38-seater, low mileage, very well kept, £1,995.
1952 BEDFORD Super Vega 33-seater, quarter 1950 BEDFORD Duple 29-seater Vista, good tyres and excellent condition, high-back seats, formica sides, £575.
1950 COMMER 33-seater Strachans body, beautiful condition £725.
1953 LEYLAND Royal Tiger 41-seater, air brakes, perfect condition, £2,300.
1954 High-back luxury seats, blue, £45.

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panels, certificate of fitness 1964, immaculate, £3,250.

1950 COMMER Aveniger 33-seater luxury coach, cate of fitness 1960, £00.

1952 FODEN, 6LW Gardner rear engine, 41-seater fitness 1960, £00.

1952 Whitson, grey-blue acterior, blue interior, certificate of fitness 30.961, first-class condition, £1,450.

HILLS GARAGES (MANCHESTER), LTD., 80-90 PORT STREET, MANCHESTER, 1.

Central 4311

1948 MAUDSLAY, Duple body, certificate of fitness
1949 AUSTIN Mann Egerton body, certificate of
1951 Report State Duple, certificate of fitness, 1959, 32-4cater,
L these coaches are in first-class condition.

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1950
BEDFORD 29-seater Strachan body, £350.
1952
BEDFORD 33-seater and one courier, Duple.
21,350: No. 32-seater Plaxton Envoy, full front, in an analysis of Biggleswade. Phone. Big 2213.
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FODEN, August, 1951, 37-scater Whitson, full-front and roof lights, new Mark II engine fitted 1958, certificate of flores 2.4 May 1951, 35-scater, Santus (Red Wood body) 600 engine, certificate of fitness 1960, a very serviceable motor, E795.

H.P. If required. Regai Coaches, Lancaster Rd. 812-362

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TWO LEYLAND PS1 coaches, 35-seater Bellhouse Hartwell bodies, just painted cream, first registered 1950, certificate of fitness 30,3.60, price £600 each. ALSO a number of service buses for sale, inspection invited, LLOYD AND SON, LTD., Avenue Rd., Nuneaton. Phone, Nuneation 2086.

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WANTED, 14-18-scater shooting brake, second-hand, four-wheel-drive preferred, essential. Box CM1121, care of "The Co-Motor."

WANTED urgently, a number of BEDFORD or similar 33-41-scaters. Wilde and Bennett, Ltd., 75 Station Rd., Hadfield. Phone, Glossop 2902-3. After hours 23:6 812-135

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BEDFORD

COACHES AND COMPONENTS, LTD., 469-475 HOLLGWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines). A RE now taking orders for 1959 BEDFORD 29- to 41-scating capacity luxury coaches, fitted with petrol or diesel eng nes.

PART-EXCHANGES and H.P. terms arranged to your satisfactio . 222-0678

ARLINGTON MOTOR CO., LTD.,

HIGH ROAD PONDERS END, ENFIELD, MIDDX. Phone Howard 1266.

OFFER EARLY DELIVERY OF NEW BEDFORDS WITH DUPLE OR PLAXTON COACHWORK. Demonstrations Available. Part-exchanges SPECIAL HIRE-PURCHASE TERMS. 812-400

FORD THAMES

NEW THAMES HARRINGTON.

NEW THAMES DUPLE. LUXURY 41-SEATERS.

MILL HILL MOTORS,

ST. MARY'S ROAD, MARKET HARBOROUGH.

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COACHES, obsolete and all type vehicles bought, large and small quantities wanted for cash. All inquiries western districts; early delivery Kombi, Microbus top Lincoln Stott, Vehicle Dismantler, Valley Rd., Bradford, Yorks, Phone, Bradford 32221.

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WANTED, one second-hand ambulance on Humber Super Snipe or Austin Sheerline chassis, good con-dition, for private service. Dunn's Motors, Etd., East St., Tauton.

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CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

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1953 COMMER Q4 10-ton tractor unit, Perkins P6
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1954, July, S-type R6 BEDFORD unit with 21-ft. with new engine liners, new crown wheel and pinlon, new steering, a very sound outfit, £695, W. E. M. Motors (Wimbledon, 506-508 Kingston Rd., London, S.W.20. Phones, Cherrywood 4568, 1480. 812-227

A Large selection of articulated vehicles always in stock, 3-tonners, to 100-tonners, include a wide variety of types. Let us know your requirements. Terms and

Changes. Let us know your requirements. Terms and exchanges. USH OREEN MOTORS, Langley, Hitchin, Herse. 812-321 A54

Miscellaneous Vehicles-(contd.)

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NEW SCAMMELL trailers, early delivery.

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Miscellaneous Vehicles—(contd.)

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HEAVY recovery vehicle, diesel twin jib, power operated winch, suitable for handling largest road vehicles, complete unit in first-class order, at £700,

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LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft., prices from £295; PREIGHT ENGINEERING CO., Cray Rd., Sidcup, Kent. Phone, Footscray 6851, zzz-611

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1954 COMMER Q3 3-4-ton 1,000-cu.-ft. pantechnicon, heater, etc., £325.

BEDFORD 3-ton A-type 850-cu.-ft. pantechnicon, £450.

BOTH the above vehicles have just come from a large local furnisher and are in very good order through-ATEST H.P. terms or part-exchange with pleasure.

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BEDFORD-SCAMMELL articulated pantechnicon trailer, 1,800 cu. ft., in immaculate condition, tractor unit available if required.

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10-12-TON BARFORD diesel road roller, 4LW Gardner engine, water ballast wheels, sprinklers, Price's scarifier, good order, 900. Box CM1012, care of "The Commercial Motor."

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1955 DENNIS 7-ton Centaur, fitted with an 1,800gallon, 5-compartment spirit tank, whole vehicle
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VARIOUS stainless steel tanks and tankers for disposal. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347.

BEDFORD 1,000-gal, two compartments with 1950 AUSTIN 1,000-gal., three compartments, £165. MAUDSLAY 1,800-gal., four compartments, £165.
with pump.
1950 A.E.C. 1,800-gal., four compartments, choice of four.
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BEDFORD 300-gal., unregistered ex W.D., £165 each. Several large-capacity ex-vehicle tanks, 1,500-gal.

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1955 ^{4D} tipper, 10-ft. double-drop-side body, £375. DODGE Kew long-wheelbase tipper with new teel body and stablizer, £350.

Twin steer with alloy body, £450.

JUSTICE, Langley Mill 3182; home 3625.

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1956 BEDFORD 7-ton diesel R6 tipper.
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PRAILLS (HEREFORD), LTD. Phone 4221.
812-148

FODEN, ex-M.o.S. 6-wheeler, 6LW, double drive, new Pilot tipping sear and dumper body.

A.E.C. Matador 4 x 4, 7.7 A.E.C., air brakes, new Pilot tipping sear and dumper body.

PRAILLS (HEREFORD), LTD. Phone 4221.

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IMMEDIATE delivery. One only, Trader 7-ton 108-in. Diesel 6-cu.-vd. Edbro tipper, 900 by 20 12-ply tyres, 3-piece wheels. Apply Barton Townley, Ltd., Main Ford Dealer, Lancaster. Phone 4317-8-9.

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Rood tyres, £125.
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1955 FORD ET7 long-wheelbase, Telehoist, drop-laxed, excellent, £465.
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Or exchange. Open Sunday morning. H.P. Or exchange. Open Sunday morning.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone
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Gateacre, Liverpool. Phone, Gateacre 1331.
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1956 B.M.C. diesel 7-ton long-wheelbase tipper, 2-very good order, well maintained, £850.

1956 COMMER 7-ton T33 diesel long-wheelbase tipper, in very good ronning order, one owner, well maintained, £850.

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1951 LEYLAND 6-wheeled tipper, 600 engine, double-drive, in good running order.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 175.

812-326

Miscellaneous Vehicles-(contd.)

UNREGISTERED BEDFORD QL 4-wheel-drive, steel body tipper, Unregistered 3-ton QV Bedford long-wheelbase tipper, B.C. Motors (Storm) Ltd, Budd Lane, Stockbridge Rd., Romsey, Hants. Phone 317, 812-xA7673

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TIPPERS wanted. Dodge, all models, 1955 onwards, low mileage. Church Road Motors, Ltd., Hadleigh, 222-689

WANTED urgently for large contract, 16 8-wheel tippers, good prices paid. Box CM1212, care of The Commercial Motor."

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1949 PROCTOR diesel tractor, P6 engine, David Brown 5-speed box, Scammell coupling gear.

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BEDFORD-SCAMMELL unit, November, 1952, one owner, £100. Pirbright Garage, Pirbright Rd., South-fields, S.W.18. Vandyke 6188.

SCAMMELL ex-W.D. 6 x 4 tractor with winch, first-Class order throughout.

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High Wycombe, Bucks. Phone, High Wycombe 4078.

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GOOD second-hand 1952-56 A.E.C. or E.R.F. tractor Marted, Good price paid for suitable vehicle.

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CARRIMORE. A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 30 tons. LTD.. Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4.

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FOR every kind of load between 8-cwt. and 35 tons for SUITABLE for use with the great majority of prime
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QD Straight-frame semi-trailers, and certain other
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COUPLINGS: S.A.E./S.M.M.T.—Taskers "D-S" automatic—mechanical horse. FULLY illustrated descriptive leaflets on request.

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Phone, Deansgate 6009,
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OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-loaders, by bodies, political trailers, and the semi-loaders and semi-loaders, by bodies, political trailers, and the semi-loaders and semi-loaders by bodies, political trailers, and the semi-loaders are semi-loaders semi

J. CHARLTON. Commercial vehicles and spares.
SCAMMELL trailers, 3-ton, 6-ton, 8-ton.

N.C.H. Low-loading excavator trailer, knock-out rear axies. Norman Waiker, Anlaby, Hull. 812-7527

ONE 16-ft. 6-ton Scammell flat trailer.

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TWO Eagle 6-ton 4-wheel trailers, must sell, £80 each or £150 the pair. Contact Mrs. E. Hales. Phone. Kiveton 476.

30 TON 18-ft. Carrimore trailer with G20 tyres, Scammell tractor with Gardner 6LW for above, Located London. Offers invited. Box CM121, care of The Commercial Motor."

26-FT. York Scammell coupling, stake and rack, ex-demonstrator. PRICES (EARL SHILTON), LTD., New St., Earl Shilton, Leicester. Earl Shilton 3321.

YORK tandem-axle semi-trailer, 17-ton model, 26-ft. platform, used only for limited demonstration.

ARINGTON MOTOR CO., High Rd., Ponders End. Enfield, Middx. Phone, Howard 1266.

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Miscellaneous Vehicles-(contd.)

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Millbank St., Northam, Southampton. Phone 26590.
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TIPPING trailers. 16 ft. long, 7 ft. wide, twin ram, late type 3-ton Scammell undercarriage, twin 8.25 by 10 tyres, one owner, £175.

TON Tasker low-loader trailer, 16-ft. well, 7-ft. step, twin 8.25 by 10 wheels, spare unused, trailer as new, 25-FT. 8-ton Scammell made-up trailer, £100. Pirbright Garage, Pirbright Rd., Southfields, S.W.18. Van-dyke 6188.

1949 FODEN articulated unit with 16-20-ton Carriknock-out axles, clean and in excellent order, done very
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Low-loaders with knock-out axles in stock. Also
numerous semi-low-loaders. RUSH GREEN MOTORS, Langley, Hitchin, Herts. Srevenage 175.

Miscellaneous Vehicles-(contd.)

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SECOND-HAND four- or six-car transporter wanted.
Good price paid.

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Miscellaneous Vehicles-(contd.)

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SERVICE-EXCHANGE Scammell couplings. immediate delivery. Merriworth Engineering, Ltd., London Rd., Stone, Dartford, Kent. Dartford 2810.

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1955 FORD 4D, Baico extended 18-ft. low plat-form, low towing hook, winch, etc., carefully used, £465. 1948 JENSEN diesel all alloy, 22-ft. platform, bar-JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271.

CARRIMORE 4-car transporter complete with 1951 (December) 10-ton forward-control Bedford traction with 1952 (Bedford traction to the 1952 (Bedford traction) 1952 (Bedford tra

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USED UNITS. Whittlefield, Burnley (phone 2262). Spares for all commercial and passenger chassis. 956.

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A.E.C. All spares for Matador 4 x 4 and 6 x 6 rucks. Martindale, Chorley. Phone 3504. J. CHARLTON, commercial vehicles and spares.
SPARES for most types available.

DISMANTLING A.E.C. 8-wheeler, 8.8-litre engine,

D'gearbox; axle, etc.

D'ROSE GARAGE, Liverpool Rd., Newcastle, Staffs.
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A LBION SPARES.

LARGE STORES FACILITIES AVAILABLE FOR

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A USTIN. 3½-litre, all accessories, small mileage, 212 10s. each, collected. A. R. Lewis, 74 New Summer St., Birmingham. 19. Phone, Aston Cross 194, after 6 p.m. Harborne 3935.

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The Lyre specialists offer among many others the Temoulds, established 55 years.)

The Lyre specialists offer among many others the Temoulds, 20 each; tubes, £2 10s, each, 12.00 x 20 remoulds, as above, £12 10s, each; tubes, £2 each; 10.50 x 25 remoulds, £10 each; tubes, £1 los, each. Write, phone or call with your requirements.

825 X 15 new Dunlop tyres, 14-ply, Rogers 40-ton transporter size, limited stock, £15 each.

R. E. TREM AND CO., LTD., Bawtry Rd., Finningley, R., near Doncaster. Phone, Finningley 203-204.

Tyres and Tubes Wanted

TYRES, tubes all sizes, new, remould, second-hand. The British Rubber Co., Baildon, Yorks. Shipley 22z-695

WANTED, tyres of all types and sizes spot cash. H. Matthews, Ltd., 97 Stockwell Rd., London, S.W.9, Brixton 2026.

WELDING

DARIMAR for scientific welding repairs under Barimar money-back guarantee. Cracked and broken cylinder blocks and heads, cracked and worn valve seats, smashed crankeases, broken crankshafts, and all other motor and diesel parts perfectly repaired by Barimar. Speedy delivery and low cost. Barimar House, 22-24 Peterboroush Rd, Fulham, London, S.W.6. Renown 2147-8. Night calls. Renown 2148. Grams, Bariquamar, Walgreen, London. Branches at Birmingham, Newcastle-on-Tyne, Manchester and Glasgow also operating at full blast.

A NGELL AND WILLIAMS (PECKHAM). LTD-66th block, heads, searboxes, axles, etc.

TRAFALGAR BRIDGE WORKS, Summer RA. London, S.E.15. Rodney 3539.

WHEELS

ARKIN FORGE LTD., Spring Works. Springfield Rd. Chesham, Bucks, phone, Chesham 8967 (3 lines), 20 lines), undertake to repair, rebuild or convert to specific requirements wheels of all types with shot-blasted and colour finish.

USED UNITS, Whittlefield, Burnley (phone 2262).
USED UNITS, Whittlefield, Burnley (phone 2262).
BEFFORD, Commer, A.E.C., Ford and most others.
Also wide-base conversion sets, 20,000 in stock.
TURNER AND KNIGHT, Southfield Paddocks, Pope's 2ZZ-843
UCHARLTON, Commercial vehicles and apare.
J. CHARLTON, Commercial vehicles and space, 2ZZ-843
Wheels in stock of all types and sizes, English and American.

14.00 X 20 Track Grip wheel units, as new, at £25
each, only 45 available.

E. TREM AND CO, LTD. Bawtry Rd., Finningtey.
near Doncaster. Phone, Finningley 203-204.

14.00 by 20 wheel assemblies (wheel, tyre and tube).
NEW 9.00 by 20 Dunlop Track Grip at £17 10s.

REMOULD: 10.50 by 20, £12 10s.; 11.00 by 20, £12 10s.

J. T. LEAVESLEY, LTD., Alrewas, Staffs. Phone. 812-190

Wheeis Wanted

T16 Bogie wheels required, in as new condition, any quantity. Adam Erwin, 15 King St., Maidstone, Kent. Maidstone 87222. 812-366

WHEELBASE EXTENSIONS

PAICO wheelbase extensions for new, used, including Guy, etc. Balco Patents, Ltd., 327-329 High Rd. Chiawick, W.4. Chiswick 2286-7.

WINDSCREENS

PERSPEX cut to size and pattern. Denny, Ltd., 13 Netherwood Rd., W.14. She 5152, 1426. zzz-816 WINDSCREEN assemblies, half-drops sliding windows, manufactured alloy brass-steel. Quick frame repair and reglazing service. British Steel Frame Co., Ltd., 200 Cambridge Heath Rd., London, E.2. Shoreditch 3272-5

GODDAR

PUTN

S

ENTRIES

IMPORT M.o.S. (five m

WAL

TUESDAY, JUNE 2,

MOBILE CR 225 SALOO Minora For

Minors For LAND ROV HEAVY TR CARRIERS fitted with TANKERS EXCAVATO and crane) CRANES (s Coles, Hyste Rapier and

ROAD RO Steevens, etc DUMPERS, 330 SOLO

CATALOG from the Nottingha

Post-

TRANS

HALF-

BUSINE

HAULA West area Motor." BARKIN storage industrial floor, 4,50 Willows,

MOTOR lished old-standing aion, with lease. Ha

e. Bolton 9671. types in stock. rs, 3-18 tons. ooden bodies. London office: ancery 5130, 812-1000

ord 46942. 812-296

zzz-0808 part-used tyres, 34 x 7, 8.25 30 x 16, 10.50 , 60s. Money

and spares. Bolton 9671. Also 40 x 8. stock. 222-684 d new and in W. Vass, Ltd.,

I Rd., S.W.9.
years.)
y others the
1 14.00 x 20,
1 12.00 x 20
62 each; 10.50
each. Write,
812-813 Rogers 40-ton each. d., Finningley, 203-204, 813-7575

second-hand. orks. Shipley zzz-695 ondon, S.W.9

under Barimar roken cylinder seats, smashed er motor and ar. Speedy Peterborough 147-8. Night ar, Walgreen, astle-on-Tyne, full blast. ar, Wall astle-on-full bla Diast. 2zz-645 1), LTD., the ive crankcase,

phone 2262). zzz-990 most others. in stock. ldocks, Pope's zzz-843

and spares. Bolton 9671. sizes, English 222-685 s new, at £25 d., Finningley, 203-204, 813-7573 yre and tube). £17 10s. 11.00 by 20, affs. Phone. 812-190

King St.. 812-366 INS

sed, including Dodge, Ford, 9 High Rd., zzz-888

nny, Ltd., 13 5. zzz-816 ding windows, frame repair Co., Ltd., 205 editch 3272-5. zzz-623

MISCELLANEOUS ADVERTISEMENTS

AUCTIONS

GODDARD, DAVISON AND SMITH, LTD..
THE AUCTION HALLS,
PUTNEY BRIDGE APPROACH, S.W.6.
RENOWN 6101-3.

Sales Every Monday COMMERCIAL VEHICLES OF ALL DESCRIPTIONS. ENTRIES ACCEPTED EVERY WEDNESDAY.

IMPORTANT VEHICLE AND PLANT SALE.

E. . R.

By Order of the Minister of Supply.

M.o.S. STORAGE DEPOT, RUDDINGTON
(five miles south of Nottingham on the main
Nottingham-Loughborough road),

WALKER, WALTON AND HANSON

(in association with TURNER, FLETCHER AND ESSEX

RICHARDSON AND LINNELL)
will SELL by AUCTION on
TUESDAY, WEDNESDAY, THURSDAY and FRIDAY,
JUNE 2, 3, 4 and 5, 1959, at 10.30 a.m. each day,

APPROXIMATELY
2,000

MOTOR VEHICLES, EARTH MOVING PLANT,

MOBILE CRANES, TRAILERS, MOTOR CYCLES, ETC. (Lying at M.o.S. Storage Depot, Ruddington, 72 "B" Vehicle Depot, Market Harborough, Leles., Central Vehicle Depot, Sudbury Derbys.; 12 "B" Vehicle Depot, Ashchurch, Glos., M.o.S. Storage Sub-Depot, Atcham, Shrops.)

Shrops.)

225 SALOONS and ESTATE CARS (including 95 Morris Minora Ford Anglias and Populars), 250 JEEPS and LAND ROVERS, COACHES, UTILITIES, LIGHT and HEAVY TRUCKS, VANS, TIPPERS and other LOAD CARRIERS and DUAL PURPOSE VEHICLES (CORS.) AND CARRIERS and DUAL PURPOSE VEHICLES (CORS.) AND CARRIERS (10-020 gg). TRAILERS 10 cwt-10 ions.

EXCAVATORS (rigged dragdine, face shovel, back acter and crane) by Kochrins, and Smith Rodley, MOBILE (Cles, Hyster, Jones, Lorain, Morris, P.H., Ransomea & Rapier and Tate. TRACTORS, BULLDOZERS and ANGLEDOZERS by Caterpillar, etc.

ROAD ROLLERS by Aveling Barford, Greens, Walling Secevens, etc., FORK LIFT TRUCKS, IOWA CRUSHER, DUMPERS, TAR HEATERS and other works equipment, TYRES, CARRIER KITS, etc.

330 SOLO and COMBINATION MOTOR CYCLES. For Viewing dates and times see Page 4A in the Catalogue. CATALOGUES: Price Is. (P.O.s only) may be obtained from the Auctioneers' Offices, Dept. 5, Byard Lane, Nottingham. Phone, Nottingham 54272 (seven lines).

EAST LONDON MAIN ROAD.

POST-WAR SINGLE-STOREY GARAGE, 17,000 SQ. FT. AND SITE FOR DEVELOPMENT. FREEHOLD.

TRANSHIPPING DEPOT.

HALF-ACRE SITE WITH BUILDINGS OF 10,500 SQ. FT. FREEHOLD.

TRANSPORT REPAIR STORAGE DEPOT. HALF-ACRE WITH BUILDINGS, 13,500 SQ. FT. 19-YEAR LEASE FOR SALE.

PLANS AND DETAILS FROM KNIGHT. FRANK AND RUTLEY. 20 HANOVER SQUARE, W.I. MAY 3771.

BUSINESSES, PREMISES, OFFICES, ETC.

HAULAGE business for sale, five A licences, one A contract and one B licence, first-class vehicles. North West area. Box CM123, care of "The Commercial Motor."

814-7560

BARKING. Rectangular site of 1 acre used for open industrial use) of brick construction with wood block floor, 4,500 sq. ft., freehold £19,000. Chamberlain and Willows, 23 Moorgate, E.C.2. (Met 8001.) 812-17.

TO let. transport depot. N. London, 6,000 sq. ft. (2,500 covered), all main services, offices, workshop, storage accommodation, two pumps. Full particulars, Bowes Park 1551.

Motor van contractors, small limited company, estab-Mished 1319 in East London. Valuable contracts with old-standing customers. Ample covered space for expan-sion, with yard, petrol pump, workshop, new office. Long lease. Harts and Co., Accountants, 5 Staple Inn., W.C.I.

Miscellaneous Advertisements (contd.)

Businesses, Premises, Offices, Etc., Wanted

WANTED, small haulage business 1-4 8-wheelers preferred, others considered on S.A. Birmingham or Swansea area with regular traffic between either place, steel or similar; cash settlement. Box CM1011, care of "The Commercial Motor."

WANTED, haulage business with Special (A) Licences, ordinary "A" Licences and "B" Licences in any part of the country.

WILDE AND BENNETT, LTD.,

HADFIELD, MANCHESTER. Phone, Glossop 2902-3. AFTER HOURS 2356.

WANTED, haulage business with A licences in York-shire area for carriage of general goods. Box G294, Lee and Nightingale, Liverpool. 812-34

CONTRACTS FOR HIRE AND WANTED

OWNER-DRIVER requires regular work on contract any type of work considered. Box CM1122, care of "The Commercial Motor." 812-x7507

CONTRACT work wanted for new flats and tippers 5 to 10 tons, established haulage concern, Manchester based. Box CM122, care of "The Commercial Motor."

A Contract work wanted for 8-wheelers, traffic from or to Birmingham-Swansca area. Box CM1010 care of "The Commercial Motor." 812-73

TENDERS are invited for the removal of a complete double-dack tramear from Leeds to a site near Mat-lock. Details from A. D. Packer, 85 North Lane. Leeds, 8. 812-7678

CONTRACT work required for 7-ton Luton van. new vehicle, established haulage concern. Box CM1127, care of "The Commercial Motor."

CONVERSIONS HENDY FOR FORD,

BRITAIN'S FIRST FORD DEALER.

DIESEL 4D AND 6D ENGINES WITH REAR-END CONVERSIONS AT LOW COST.

LET US QUOTE YOU.

PERCY HENDY, LTD.

SOUTHAMPTON 28331 (EIGHT LINES). ZZZ-882

CUT YOUR FUEL COSTS WITH

SEARLS 4D INSTALLATION
O-MODEL BEDFORDS.
"DO IT YOURSELF" KITS FROM £45.
OR COMPLETE CONVERSIONS.

SEARLS ENGINEERING, LTD., MANCHESTER ROAD, LONDON, E.14. East 3685.

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN NOW BE FITTED WITH THE COST-CUTTING FORD 4D AND 6D ENGINES, MEANING:-LOWER INITIAL COST. MORE M.P.G.,

CHEAPER MAINTENANCE. And the cost of conversion is very reasonable. Let us quote your for your vehicles.

QUICKS FOR FORDS,

INDUSTRIAL UNIT SALES DEPT. WILMSLOW ROAD, CHEADLE, CHES. 222-943

Phone. Gatley 4282-3.

PETROL ENGINES. PETROL TO DIESEL

CONVERSION UNITS. PRAILLS (HEREFORD), LTD.,

HOLMER ROAD, HEREFORD. Phone 4221 (six lines).

Miscellaneous Advertisements (contd.)

HAULAGE AND BACK LOADS

CHARD TRANSPORT CO., LTD., for all types of traffic to and from the West Country, serving London, Bristol, Southampton, Midlands, Liverpool, Masschester, etc. Phone 3425-6; night 3365, 15 High St., Chard, 189-7402

HIRE-PURCHASE

H.P. Facilities available to established dealers. Prompt service, daily settlements. London and Home Counties only.

CINEXTRA, LTD., 58 Jermyn St., S.W.1. Hyd 1391.

INSURANCE

SAVE money on insurance. Lower rates, larger bonus. Progressive Brokers. "Cheapest Rates Specialists." 257 The Vale, London, W.3. She 9231-2. zzz-804

PAUL CHILDS, LTD., 58 Birch Grove, London, W.3.

Motor rates will increase so be ahead of the times,
you will get best market rates. Save money by consulting the above.

MISCELLANEOUS

TOW hook, rear, new. All size vehicles 5 to 20 tons, average £1 10s. each.

R. TREM AND CO., LTD., Bawtry Rd., Finningley, near Doncaster. Phone, Finningley 203-4, 813-7576

SIX complete Dorman Long blister hangar frame works, clean and repainted, 90 ft. by 45 ft., dismantled, £410 each for quick disposal. Praiils (Hereford), Ltd., Holmer Rd., Hereford. Phone 4221.

Miscellaneous Wanted

WANTED: Old Foden steam wagon, over type engine Hutchinson Bros., Redhill, Nottingham. 812-x7602

ALUMINIUM scrap urgently required. Lowton Metals Ltd., Lowton Saint Mary, near Warrington. Leigi (Lancs) 1444-5.

A DVERTISER with £100,000 capital, desirous of nego-titating with firms of national repute with a view to supplying and operating new fleet of vehicles on contract, 30 years' experience. Box CM1217, care of "The Commer-

SITUATIONS VACANT

A.M.I.M.L. City and Guilds, A.M.I.Mech.E., etc., of carling and course in all courses and course in additional course in a diesel, across carling for the course of the co

UNDERSTUDY required for works manager Vauxhall and Bedford main agents, must have had previous experience of insurance estimating and reception work, and the state of the sta

ENPERIENCED Commercial-vehicle salesman required by West of England distributions of Morras-Commercial with the commercial way of the "Commercial way of the "Commer

VAUXHALL and Bedford Dealers require enterprising salesman, must be adaptable and able to make own salesman enterprise excellent commission, unlimited scope for man of ability, West Middlesex area. Please apply Box CM105, care of "The Commercial Motor." 812-7477

PARTS and accessories manager experienced Vauxhall, Bedford required for main dealership in Hertfordshire, good prospects for energetic person. Write, giving full details of previous experience, Box CM117, care of "The Commercial Motor."

EXPERIENCED Vauxhall and Bedford works foreman required main dealership Hertford, progressive post for right person. Applicant to give full details of previous experience. Box CM112, care of "The Commercial Motor."

MOTOR body builders, used to commercial work, top house living accommodation available, bungalow or house living accommodation available. Apply Denver Motor Bodies, Barwick Ford, near Ware, Herts. Phone Much Haldham 298.

WORKS manager required for modern coach repairing depot; must have first-class practical experience on P.S.V. crash repairs, maintenance, estimating and insurance claims; pleasant conditions and good prospects. Box CM124 care of "The Commercial Motor." 812-14.

DESIGN DRAUGHTSMEN.

EQUIRED by trailer and agricultural implement engineers in the South, preferably with O.N.C. or H.N.C. (Mechanical). Knowledge of trailers or agricultural machinery an advantage, but not essential. INTERVIEWS arranged to suit convenience and all expenses paid Write giving full particulars age, experience (stating previous employers) and salary desired (0:—DERSONNEL MANAGER. Taskers of Andover (1922). Ltd., Anna Valley, Andover, Hants. 812-38

A USTIN distributors require an Experienced First-claus basic salary and good commission of the property of th

Miscellaneous Advertisements (contd.)

COMMERCIAL Fitter, diesel experience, modern garagz, all facilities. Apply Transport Manager. Brewis Bros. Ltd., Morden Rd., Mitcham. 812-16

P.S. V. Driver wanted, only first-class man with the apply, married man with no children, with the deditch, wores

DIESEL Engineer required for service in Libya. Cand date must have completed a regular apprentication of capable of training serviced a regular apprentication of the capable of training services, including automotive stationary installations. Free air passages, furnish accommodation at nominal rent, home leave after two years, non-contributory pension acheme. Write Be MY/47, co. 95 Bishopsaget, E.C.2. 98

CEYLON TRANSPORT BOARD.

VACANCY-POST OF CHIEF ENGINEER

APPLICATIONS ARE INVITED FROM PERSONS WITH PROFESSIONAL QUALIFICATIONS COM-PARABLE TO ASSOCIATE MEMBERSHIP OF THE INSTITUTIONS OF CIVIL, MECHANICAL OR ELECTRICAL ENGINEERS (ENGLAND) FOR THE POST OF CHIEF ENGINEER, CEYLON TRANSPORT BOARD.

The Ceylon Transport Board is a nationalized undertaking operating Road Passenger Transport Service over the entire island of Ceylon. The operation of the Board's fleet, covering over 300,000 miles per day, it is controlled from \$5 depots in various parts of the Island.

58 depots in various parts of the Island. Applicants should not be less than 35 years of age and be able to organize and maintain a fleet of 3,000 motor vehicles and ancillary garages, workshops, etc.

The post carries a salary of £2,000 per annum, tax free, A motor-car and free furnished apartments will also be rovided. For an exceptionally well-qualified person, a higher salary will be come with option for renewal thereafter if both parties agree.

Applications, stating malary required, age and full nar-

Applications, stating allary required, age and full particulars of qualifications and experience and accompanied
by copies of recent testimonials, should reach the undersigned not later than June 8, 1959.

Candidates will be required to present themselves for
an interview at their own expense at the office of the
Ceylon High Commissioner for the United Kingdom, at
the address given below.

Sgd.: V. M. ABEYSEKERA.
FOR HIGH COMMISSIONER FOR CEYLON
IN THE UNITED KINGDOM.

13 Hyde Park Gardens London, W.2.

ENPERIENCED commercial-vehicle salesman, aged 30-L45, required by Ford main dealers in Gloucestershire. Unlimited scope for right man to earn four-figure re-muneration. Pension scheme and car provided. Flat accommodation available later. Applicants with proved experience should write in confidence, stating age and full details of past career to managing director. Victory Motors, Ltd., 42-51 Winchcombe St., Cheltenham.

SITUATIONS WANTED

MOTORCAR salesman, 44, technical and organizing background, experienced all makes new, second-hand and light commercials, with valuable customer contacts, desires appointment with scope for ability and enitusiann. Preferably distributor, main dealer, London, Home Counties. Box CM1214, care of "The Commercial Motor."

STORAGE ACCOMMODATION

SHEFFIELD. Extensive storage accommodation avable. Fork lift and cranage facilities. Direct Mc Service (Sheffield), Ltd., Road Hauliers, Petre St., Sheff 386254.

TENDERS

BOROUGH OF BARKING.

BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT.

TENDERS ARE INVITED FOR THE SUPPLY OF

VARIOUS VEHICLES

MECHANICAL EQUIPMENT

INCLUDING REFUSE COLLECTION VEHICLES, MECHANICAL HORSES, TRUCKS, VANS, MOTOR-CARS, ROAD ROLLER AND A LOADING SHOVEL.

Offers are also invited for the disposal of a number of vehicles and plant.

Full particulars and tender documents may be obtained on application to the Borough Engineer and Surveyor at the undermentained address. Completed tenders must be returned in the envelopes provided, so as to be received by the Worshipful the Mayor, Town Hall, Barking, Essex, not later than 9 a.m. on Wednesday, June 3, 1959.

Town Hall, Barking.

E. R. FARR. Town Clerk

Miscellaneous Advertisements (contd.)

COUNTY BOROUGH OF DARLINGTON AMBULANCE SERVICE.

TENDERS ARE INVITED FOR THE SUPPLY OF A DIESEL-ENGINED AMBULANCE

WITH USUAL INTERNAL FITTINGS TO CARRY, ON THE NEAR-SIDE, ONE PERMANENT STRETCHER AND ON THE OFF-SIDE, A SEAT WITH FOLDING ARM RESTS CAPABLE OF USE AS AN ADDITIONAL STRETCHER PLATFORM.

Additional accessories required are as follows:— Internal heater, blue flashing traffic lamp on cab roof, alarm bell, first-add cabinet, one folding carry-ing chair, fog lamp, dual windscreen wipers and winking traffic lights.

Tenders in plain scaled envelopes endorsed "New Ambulance" to be delivered to the Chief Fire and Ambulance Officer, Borough Road, Darlington, not later than Saturday, June 6, 1959.

H. HOPKINS. Town Clerk

BOROUGH OF MANSFIELD.

BOROUGH ENGINEER AND SURVEYOR'S DEPARTMENT.

PENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING VEHICLES:—

HIGHWAYS DEPARTMENT

(1) Saloon motorcar. A Vauxhall Wyvern is to be taken in part-exchange. (II) 2-3-ton tipping lorry (III) Road sweeper/collector.

HEALTH DEPARTMENT.

(IV) Refuse-collection vehicle of the "two-way tipping type.

Further details and forms of tender may be obtained from E. T. Crowe, B.Sc., A.M.I.C.E., Borough Engineer and Surveyor, Carr Bank, Mansfield.

Tender(s) accompanied by full specification(s) must be submitted separately for each vehicle in scaled cavelopes not later than noon on Friday, May 29, 1959, in respect of the items marked A, and Friday, June 5, in respe

The Corporation does not bind itself to accept the lo A. C. SHEPHERD, M.C. Town Clerk. 812-140

CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY OF:-

A. 1—45-50 b.h.p. diesed-engined crawler tractor com-plete with hydraulically operated angle-dozing equip-ment.

C. 1-Hand-guided, power-propelled vibratory roller.

Documents from the City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by June 6, 1959.

THOMAS ALKER. Town Clerk

CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY OF:-

CRANKCASE OILS

DURING TWELVE MONTHS ENDING JULY 31. 1960.

Documents from the City Engineer and Surveyor, Municipal Buildings, Liverpool, 2, Tenders returnable by June 6, 1959.

THOMAS ALKER Town Clerk

CITY OF LIVERPOOL.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY OF:-

A. 2—5-ton short-wheelbase hydraulic tipping wagons or alternatively 25-ton short-wheelbase chassis-cabs complete with hydraulic tipping gear.

B. 25-6-ton Scammell mechanical horses

C. 8—Medium capacity articulated diesel tractors.
D. 50—Semi-trailer chassis.
E. 1—Austin A55, 10-cwt, van.

(J.5663.)

Documents from the City Engineer and Surveyor, Municipal Buildings, Liverpool, 2. Tenders returnable by June 6, 1959.

THOMAS ALKER. Town Clerk

812-37

812-25

812-36

Miscellaneous Advertisements (contd.)

CITY OF PLYMOUTH.

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY TO THE CITY ENGINEER'S DEPARTMENT, PRINCE ROCK DEPOT, OF THE FOLLOWING VEHICLES AND EQUIPMENT WHICH ARE TO BE SUPPLIED IN PRIMER COMPLETE WITH NUMBER PLATES, MIRRORS AND LICENCE HOLDERS:-

Four—5 cubic yard diesel-engined metal-bodied short-wheelbase tippers.
Four—Diesel-engined Karrier Bantam 2-ton tippers.
Five—Diesel-engined forward-control 1-ton vans.
Three—Petrol or diesel-engined 18 cubic yard dual tip refuse collectors.

refuse collectors.

One—Diesel-engined Land Rover.

Two—Rear P.T.O units to fit diesel-engined Land Rover.

One—Lincoln Electric 150-amp. welding set to fit diesel-engined Land Rover.

One—Automatic single-stage centrifugal pump to fit diesel-engined Land Rover.

One—Automatic single-stage centrifugal pump to fit diesel-engined Land Rover.

One—Secut. van.

Three—Secut. van.

Tenders. endorsed "Supply of Vehicles" should be delivered, in plain sealed envelope, to the Town Clerk. Pounds House. Peverell. Plymouth, by not later than 10 a.m. on Monday, June 1, 1959.

The Corporation do not bind themselves to accept the lowest or any tender.

J ACKROYD,

City Engineer and Surveyo

812-22

COUNTY BOROUGH OF READING.

MORRIS VANS.

TENDERS ARE INVITED FOR THE SUPPLY OF

PICK-UP TYPE VAN AND

THREE MORRIS 5 CWT. VANS.

Forms of tender and further information may be obtained from the Borough Surveyor, P.O. Box 17,

Tenders in by Noon, June 5, 1959.

BOROUGH OF WOOD GREEN.

MOTOR VEHICLES.

THE COUNCIL INVITE TENDERS FOR THE SUPPLY OF

Two NEW BEDFORD L.W.B. TIPPING LORRIES

ONE NEW BEDFORD 15-CWT. VAN.

Form of Tender, Specification and Conditions of Contract may be obtained from the Borough Engineer, Town Hall, Wood Green, N.22, upon payment of a deposit of £1 ls, which will be refunded on receipt of a bona fide tender, provided it is not withdrawn.

Tenders in plain sealed envelopes endorsed "Tender for Motor Vchicles," but bearing no name or mark indicating the sender, must be delivered to the undersigned not later than NOON ON JUNE 4, 1959.

The Council do not bind themselves to accept the lowest or any tender. A. BARNETT.

Town Hall, Wood Green, N.22. May 18, 1959.

BOROUGH OF SLOUGH.

SUPPLY AND DISPOSAL OF VEHICLES.

TENDERS ARE INVITED FOR SUPPLY TO THE COUNCIL OF THE FOLLOWING VEHICLES: (1) TWO 7-CWT. COMMER COB VANS.

(2) ONE DENNIS "800" COMBINED CESSPOOL AND GULLEY EMPTIER.

(3) ONE HIGH-CAPACITY VAN ON A KARRIER BANTAM CHASSIS.

The existing Council vehicles to be replaced by the above and to be taken in part-exchange by the suppliers. Copies of the Forms of Tender, particulars of require-ments and details of used vehicles may be obtained on application to the Borough Engineer, Town Hall, Slough.

Tenders in sealed envelopes appropriately endorsed be delivered to the Town Clerk, Town Hall, Slough, later than noon on Wednesday June 3, 1959, the Co do not bind themselves to accept the lowest or any te

BOOK

MAINTE 591. DIESEL of description CHARNW

THE OPI Of road governed transp booksellers, Temple Pro

255 ME

esspit emptier " should be Town Clerk, not later than 959.

to accept the d Surveyor

ADING.

SUPPLY OF

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VANS. tion may be P.O. Box 17,

1959. 812-39

REEN.

FOR THE

B.

VAN.

ons of Contract er. Town Hall, posit of £1 ls., ons fide tender, in.

d "Tender for mark indicating signed not later 1959. cept the lowest BARNETT, own Clerk.

812-99

HICLES.

1.

PLY TO THE VEHICLES:-NS.

D CESSPOOL A KARRIER

lars of require-be obtained on n Hall, Slough.

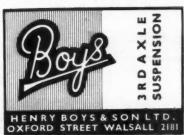
AND **PUBLICATIONS** BOOKS

MAINTENANCE RECORD (Charnwood Series No. 9). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.

DESEL oil stock books. Cost books, etc. Send for descriptive lists.

CHARNWOOD PUBLISHING CO., LTD., Coalville, 222-624

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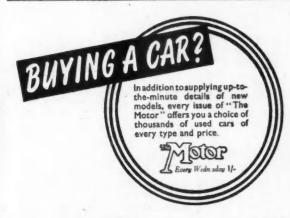
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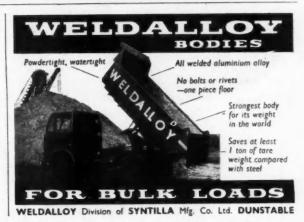
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